

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

in this issue
SPECIAL SERVICES



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AUGUST 1957



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1957

Nav-Pers-O

NUMBER 487

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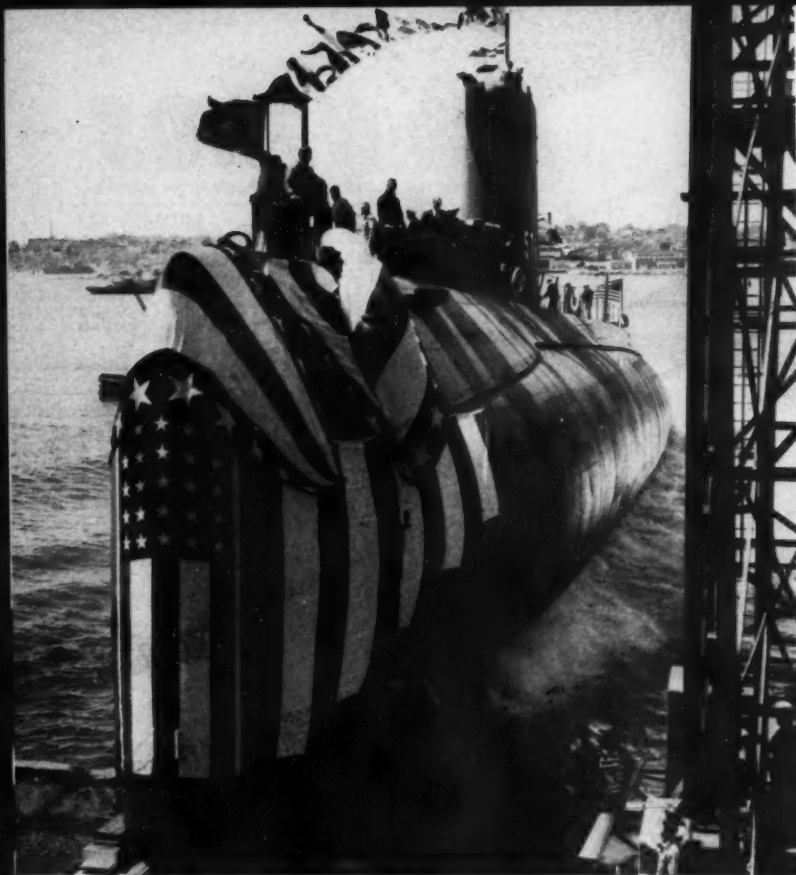
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● **FRONT COVER: ALL-NAVY TALENT FINALISTS** Ralph Grasso, EN3, USN; Randy Sparks, SN, USN; Danny White, PN1, USN; and Harry Kehr, MU3, USN, were featured in Shipmate Varieties which toured nation this year. (See story page 30)

● **AT LEFT: NOSEY BUSINESS**—Aviation Electronicsmen of a carrier-based fighter squadron turn flight deck into 'work shop' as they check the complicated gear in nose of jet.

● **CREDITS:** All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.



WATER SKATE—Navy's atomic submarine *Skate*, SS(N) 578, shown slipping down ways at launching ceremony. Three more of her class will join Fleet.

"TIME CHANGES ALL THINGS" is an old adage and a true one—but it's a hard one to sell to a sailor who sees the same ships day in and day out, particularly if you're also trying to sell him on the nearness of a nucleonic, guided missile Fleet to replace the one he's familiar with.

Yet time does change things, the Navy included. Every year around budget time you'll hear about the Navy's plans for the upcoming fiscal year, but most of the talk and newspaper stories center around nuclear power, guided missiles and manpower. Concrete signs of progress toward a complete new Fleet—ship conversions (particularly the smaller ones), decommissioning of older ships, the awarding of contracts for many new ships, even the keel layings for smaller types—are usually overlooked by national news agencies, and by sailors who are not in the vicinity where such an event occurs.

However, even a casual roundup of such occurrences offers proof that even in a period of six months or

so very real changes take place in the Navy.

Look at what the past few months have brought to the carrier Navy for instance:

- *uss Kitty Hawk* (CVA 63) has gotten underway with the positioning of bottom shell plating. When finished some time in 1959 she will have a length of some 1047 feet, a 129-foot beam, and will be approximately 25 stories tall from keel to mast top. Meanwhile, *Ranger* (CVA 61) is ready for delivery; *Independence* (CVA 62) is more than half completed and the keel for CVA 64 (*Constellation*) is scheduled for laying this fall.

At the same time two modernizations have gotten underway—*uss Oriskany* (CVA 34) at San Francisco Naval Shipyard, *Coral Sea* (CVA 43) at Bremerton. *Ticonderoga* (CVA 14) and *Intrepid* (CVA 11) have recently completed their conversions to angled-deck status—and "Ti" has reported to the Pacific Fleet in a two-way swap which found CVA 14 and *Coral Sea* (CVA

43) swapping oceans with *Wasp* (CVA 18) and *Essex* (CVA 9). Still another, *uss Midway* (CVA 41), is in the conversion mill at Puget Sound, and is about three-quarters completed.

uss Franklin D. Roosevelt (CVA 42), LantFleet's third largest warship, has been returned to service with a new coat of Navy grey, a permanent stabilized mirror landing system and nonskid hangar deck surface. In yet another, the business of revamping flattops to handle high-performance jet planes has gone a step beyond the angled-deck, hurricane bow, mirror landing system: *uss Kearsarge* (CVA 33) in addition to the above improvements, came out of the yard with part of her flight deck planked in aluminum.

Then there's *uss Boxer* (CVS 21), just completing her first overhaul

So What's N

since 1954. Nicknamed "Busy Bee" as a result of her frenetic activity, CVS 21 has completed 10 Far Eastern cruises in 11 years of commissioned service—in the process steaming more than 700,000 miles and logging some 79,000 arrested landings. *Boxer*, incidentally, by virtue of launching the F6F *Hellcat* robot plane in 1952 off Korea, lays claim to being the first ship to use guided missiles in combat.

A final note on the flattop Fleet: "Submarine Warfare Support Carrier" (CVS) is the new classification for *uss Lake Champlain* (CVS 39), onetime CVA.

- Cruiser men—and missilemen who're hot for sea duty—are also staring a new Navy in the face. First, there's the announcement that Long Beach, home port for many a Pacific sailor and port of call for many others, has been chosen as the name for CG(N) 160, the Navy's first nuclear-powered guided missile cruiser. Then there are a number of light cruisers being converted to launch either *Terrier* or *Talos* missiles. *uss Springfield*, *Topeka* and *Providence*, CLs 66, 67 and 82, are being armed with *Terriers*; while *Oklahoma City* (CL 91), *Little Rock* (CL 92) and *Galveston* (CLG 93) are being armed with *Talos*.

- Ceremonies at Bremerton have marked the laying of keels for *uss Coontz* (DLG 9) and *King* (DLG

10), two of the 10 guided missile frigates for which the Navy has let contracts. These 512-footers will be armed with supersonic *Terriers*, in addition to having conventional five-inch batteries. Other ships in the class include the newly-named **uss Luce** (DLG 7) and **Dewey** (DLG 14), and **Farragut** (DLG 6), **MacDonough** (DLG 8), and as yet unnamed DLGs 11, 12, 13 and 15.

Although they haven't yet reached the keel-laying stage, contracts have been let for eight *Tartar*-bearing DDGs, guided missile destroyers. Holding numbers from 952 through 959, these DDGs will have hulls of a new design, evolved from **uss Forrest Sherman** (DD 931) hull design. They will have an over-all length of 431 feet, extreme beam of 47 feet, and standard displacement of 3370 tons.

(DD 944) and unnamed DDs 947, 948, 949 and 951. Boston has already commissioned **Davis** (DD 937) and **Manley** (DD 940), the latter getting her name from Commodore John Manley of Revolutionary War fame.

And changes are keeping pace elsewhere in the surface Navy:

- **uss Blair** (DE 147), now being converted, is well on the way to rejoining the Fleet as DER 147—a radar picket escort vessel. **uss Durant** (DER 389), **Roy O. Hale** (DER 336) and **Lansing** (DER 388) have already completed similar conversions and the following ships are in various stages of conversion: **uss Sturtevant** (DE 239), **Newell** (DE 322), **Thomas J. Gary** (DE 326), **Ramsden** (DE 382) and **Mills** (DE 383).

- **uss Formoe** (DE 509) has

English means "Auspicious."

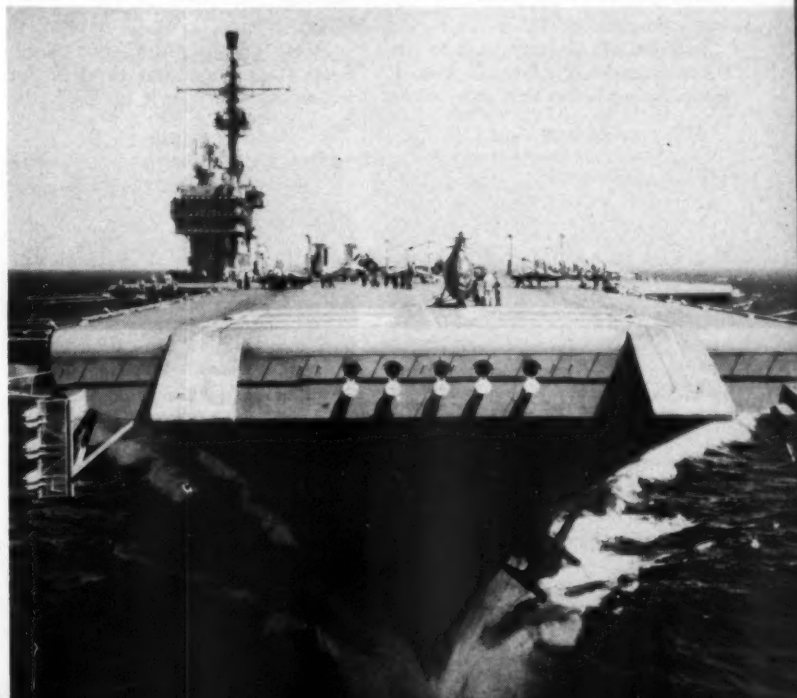
- Most Navymen are unaware that the Navy has such a thing as an offshore-procurement program for ships, but **uss PC 1616**, built in Brest, France, under provisions of MAP, has been delivered to the Ethiopian Navy. **PC 1616's** primary mission with the Ethiopians will be as a training ship for the Naval Academy and Naval School at Massawa.

- **uss Lindenwald** (LSD 6), age 13, has been turned over to MSTs, destined for supply duty in DEW Line country. She was modified for Arctic work in 1949, being completely insulated and having her hull reinforced. Later this year **uss Ashland** (LSD 1) will also join MSTs for duty.

Our amphibious forces have been bolstered by **uss Hermitage** (LSD 34) and **Monticello** (LSD 35).

- Down in Florida, the Zipper Fleet has opened its gates to another old warhorse—**uss Bamberg County** (LST 209). Built in Chicago during 1943, **Bamberg County** served in the Atlantic and Indian oceans during World War II before being placed out of commission. She was reactivated during the Korean outbreak and has since served under operational control of Commander, Amphibious Forces, Atlantic.

BIG WAVE CUTTER—**uss Forrestal** (CVA 59), now with Sixth Fleet in Med., shows off her shape with jet-handling angled deck and hurricane bow.



What's New in the New Navy?

- Already on their way to join the Fleet are eight 1300-ton escort vessels, while construction has gotten underway on four 1350-ton DEs. The eight: **uss Lester** (DE 1022), **Evans** (DE 1023), **Bridget** (DE 1024), **Bauer** (DE 1025), **Hooper** (DE 1026), **Van Voorhis** (DE 1028), **Hartley** (DE 1029) and **Joseph K. Taussig** (DE 1030). Four, unnamed as yet: DEs 1033, 1034, 1035 and 1036.

- Names have been selected for three 2800-ton destroyers now being built. DD 945 will be **uss Hull**, the fifth Navy vessel to bear the name of 1812-vintage Commodore Isaac Hull. DD 946, **Edson**, honors a major general, USMC, who was closely associated with small-arms marksmanship in the Corps—Austin "Red Mike" Edson. General Edson (who retired in 1947 and died in 1955) won a measure of fame (and the Medal of Honor) in action with the First Marine Raider Battalion on Tulagi, Solomon Islands, during 1942.

uss Richard S. Edwards, (DD 950), third of the trio, is named for the Navy's first Deputy Chief of Naval Operations.

Other 2800-tonners which either are or soon will be in the Fleet include: **uss Jonas Ingram** (DD 938), **DuPont** (DD 941), **Bigelow** (DD 942), **Blandy** (DD 943) **Mullinnix**

And speaking of "Ts," the men who like that duty can look forward to the seven new ones scheduled for delivery during the coming 12 months: *uss DeSoto County* (LST 1171), *Suffolk County* (LST 1173), *Grant County* (LST 1174), *York County* (LST 1175), *Graham County* (LST 1176), *Lorain County* (LST 1177) and *Wood County* (LST 1178).

• During the past few months three ships have also gone into service as electronic "eyes" for the Continental Air Defense System. They are *uss Outpost* (YAGR 10), *Protector* (YAGR 11) and *Vigil* (YAGR 12).

There have been changes, too, in the Navy of service ships, mincraft and similar vessels:

• *uss Mauna Kea* (AE 22) has joined her sister *Suribachi* (AE 21) in the task of passing ammunition to the Fleet's gunners. Although the ammo they handle is conventional stuff, both ships were designed for faster replenishment operations and are capable of supplying two ships simultaneously. In addition to these two, construction has begun on *uss Nitro* (AE 23) and is scheduled for *uss Pyro* (AE 24) and the as yet unnamed AE 25.

• A recent dual ceremony in San Francisco also points up the changes that take place almost daily in our Navy. *uss Polaris* (AF 11), a tired old refrigeration ship, was retired; while at her side *uss Sirius* (AF 60) was commissioned.

• From attack cargo ship to participant in Bikini A-bomb tests to troop trainer is the brief story of *uss*

Burleson (APA 67). Now she's been redesignated IX 67, the "IX" meaning a "miscellaneous, unclassified vessel."

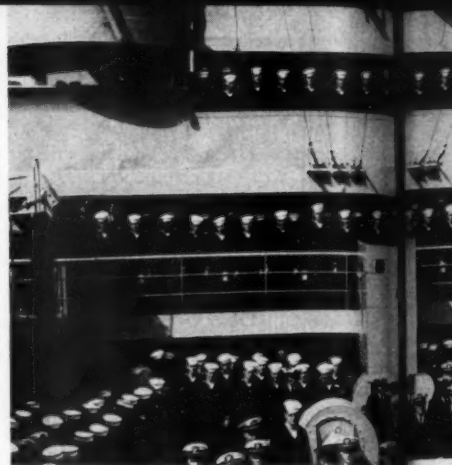
• *uss Bittern* (MHC 43) will join the wooden ship Navy in New York. In an effort to keep the 144-foot coastal minehunter as nonmagnetic as possible, she was built almost entirely of pressure-treated, laminated and solid red oak. Even her walk-in refrigerator was built of plywood; with nonmagnetic bronze, stainless steel, and aluminum being used wherever metal was necessary.

• The traditional bottle of "bub- bly" either has been or soon will be whacked across the bows of a miniature fleet of ocean minesweep- ers, nonmagnetic boats of 620 to 801 tons, bearing such names as: *uss Stalwart* (MSO 493), *Sturdy* (MSO 494), *Swerve* (MSO 495), *Venture* (MSO 496), *Adroit* (MSO 509), *Advance* (MSO 510), *Affray* (MSO 511), *Ability* (MSO 519), *Alacrity* (MSO 520), *Assurance* (MSO 521) and MAP-bound (hence, unnamed) MSOs 517 and 518.

• Other mincraft which have passed the "contract awarded" stage include *uss MSB 29*, an 80-foot minesweeping boat; inshore mine- sweepers *uss MSI 1* and *MSI 2*; and six MAP 320-ton nonmagnetic coastal minesweepers—MSCs 267 through 272.

And there are yet a few other changes underway in the surface Fleet:

Item: "Old Ironsides"—*uss Consti- tution*—has gone into drydock for major overhaul. Built in 1797, the



WHITE TOPS OF Navymen stand out during of a nucleonic and guided missile Fleet.

three-masted frigate is the nation's second-oldest ship.

Item: Two 180-ton utility landing craft are well on their way to completion in New York. They're *uss LCU 1608* and *LCU 1609*.

Item: A mine planter, *YMP 3*, is abuilding at New Orleans for eventual assignment to an MAP country.

Item: Ten YPs—patrol vessels—are in various stages of completion in San Francisco. They are YPs 654 through 663, scheduled for completion during the remainder of this year and throughout 1958.

Item: AVs 5 and 7 (*uss Albemarle* and *Currituck*) are getting their faces changed at the Naval Shipyard in Philadelphia.

Item: EAC 154, *uss Observation Island*, (Ex-ss *Empire State Mariner*) is undergoing conversion at Norfolk.

Item: ss *Diamond Mariner* is be-

LSTs
USS Orleans Parish



CAGs
USS Canberra



AEs
USS Mazama



DDs
USS John Paul Jones

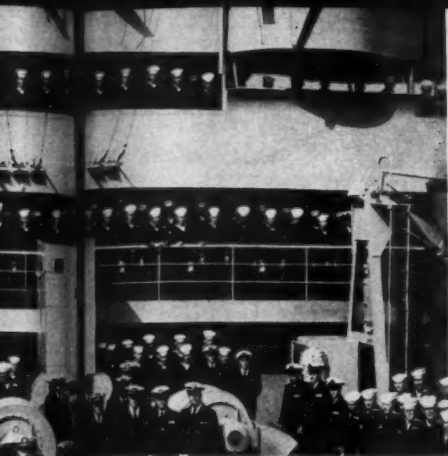


CLs
USS Worcester



DEs
USS Hammerberg





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ing transformed into APA 248 by a commercial yard in San Pedro, Calif.

Item: A batch of Maritime Administration hulls are undergoing (or have already completed) conversion to oilers, tankers or cargo vessels for MSTs.

Included are **USNS Comet** (T-AK 269), a 7600-ton "roll-on roll-off" cargo ship; **Eltanin** (T-AK 270), **Mirfak** (T-AK 271) and **Mizar** (T-AK 272), 1850-ton cargo ships; **USNS Point Barrow** (T-AKD 1), a 5500-ton cargo ship dock; oilers **Shoshone** (T-AO 151) and **Yukon** (T-AO 152); and the gasoline tankers **Alatna** (T-AOG 81) and **Chattahoochee** (T-AOG 82).

• The undersea Fleet has also racked up a number of changes in the past few months. For instance, any submariner who loved the boats well enough to buy one could have had **uss Pike** (SS173) on an "as is, where is, and for scrapping only"

basis at a cost of something over \$75,000. Although this particular **Pike** had reached the ripe old age of 21, she pulled her weight right up to the end, standing her final duty as a training vessel at USNRTC, Baltimore. **Pike**, 301 feet by 23 feet and displacing some 1290 tons, was built in 1935.

Then, 17-year-old **uss Burrfish** (SSR 312), has been decommissioned at New London, while two submarines of the 1525-ton class have been made available to Greece under the terms of MAP. **uss Jack** (SS 259) and **Lapon** (SS 260) will be formally transferred after extensive refitting and modernization.

Work is underway on three new boats of 1690 tons each, **uss Barbel** (SS 580), **Blueback** (SS 581) and **Bonefish** (SS 582). Work is also underway on a nest of nuclear boats:

• In the 2310-ton class are **uss Skate**, SS(N) 578, **Swordfish**, SS(N) 579, **Sargo**, SS(N) 583 and **Seadragon**, SS(N) 584.

• In the 2850-ton class are **uss Skipjack**, SS(N) 585, **Scamp**, SS(N) 588, **Scorpion**, SS(N) 589, **Sculpin**, SS(N) 590, **Shark**, SS(N) 591, and **Snook** SS(N) 592.

• **uss Halibut**, SSG(N) 587, now abuilding, will be a nuclear companion to **Grayback** and **Growler** (SSGs 574 and 577), both expected to join the Fleet next year.

• **uss Triton**, SSR(N) 586, is a king-size (5450 tons), nuclear-powered, radar picket submarine.

Finally, there are **uss Nautilus**, SS(N) 571, and **Seawolf**, SS(N) 575, the Navy's first two atomic boats. The 3260-ton **Seawolf**, larger

and supposedly faster than **Nautilus**, has been commissioned although her nuclear power plant is not operating in top form.

Nautilus has finally been refueled after steaming more than 60,000 miles—and according to the experts at BuShips, "Refueling **Nautilus** involves replacing the submarine's nuclear reactor core, not merely inserting a new capsule of fuel. When the old core is removed, an entirely new heat generating machine is installed inside the empty steel container which remains. The new core incorporates important technical advances which will greatly extend the fuel performance, as well as making it simpler, less expensive and more reliable."

Be that as it may, a conventional boat comparable in size to **Nautilus** would have used an estimated 3,000,000 gallons of fuel oil to travel the distance steamed by SS(N) 571. That much oil would weigh approximately 22,500,000 pounds and would fill some 300 tank cars.

The Chief of Naval Operations, ADM Arleigh A. Burke, usn, has said, "This history-making completion of operation of **Nautilus** on her first nuclear reactor core during which she has so spectacularly demonstrated the military advantages of nuclear propulsion is of tremendous significance to the Navy."

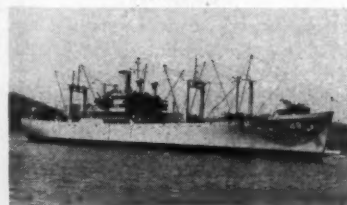
Brother, if you don't believe that statement, you'd better go back and reread this roundup of what's happening to your Navy.

—Barney Baugh, JO1, USN, OCS, Newport, R. I.

YAGRs
USS Skywatcher



AFs
USS Alstede



DERs
USS Kirkpatrick



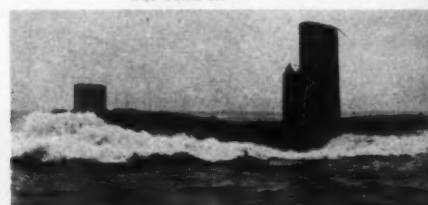
MSOs
USS Salute

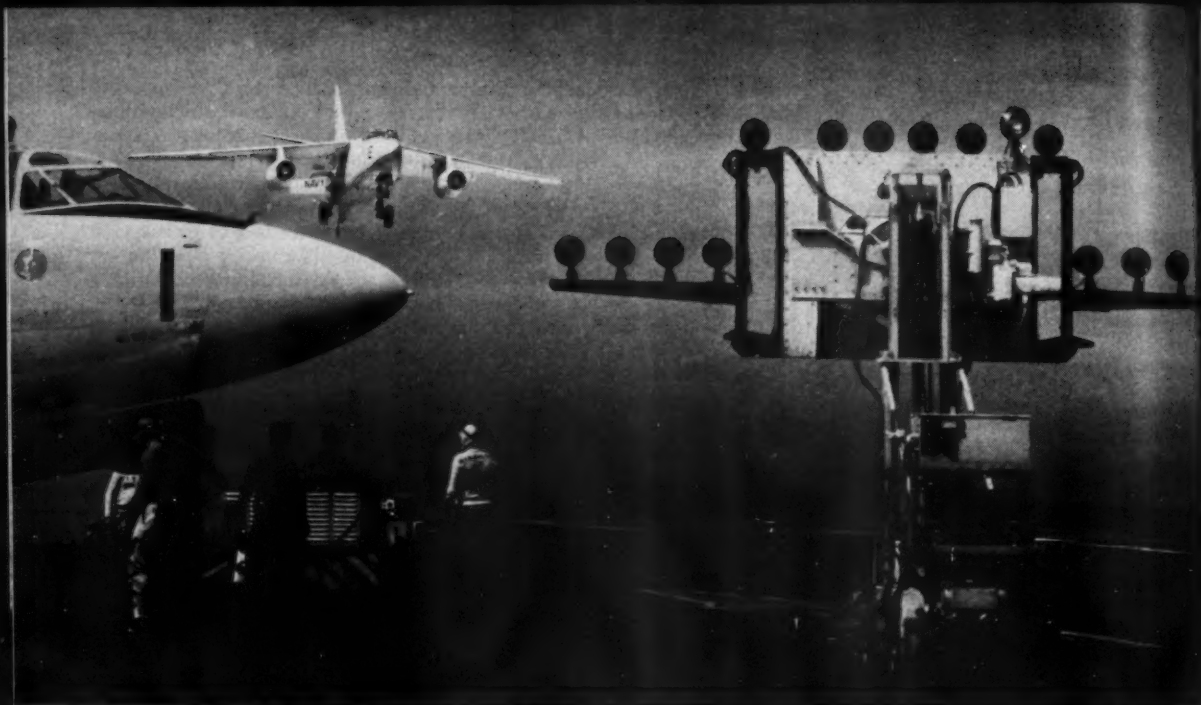


CVAs
USS Franklin D. Roosevelt



SSINIs
USS Seawolf





HOMEcoming — Skywarrior glides in for a mirror landing during flight operations on USS *Forrestal* (CVA 59).

It's Air-Op Time on CVA 59

PULL ON A GREEN flight deck jersey, adjust a sound-attenuating helmet securely over your ears, and let's see what goes on during air operations on board USS *Forrestal*.

The sound mounts as we approach the flight deck and as an F3H *Demon* screams toward a recently vacated catapult we are glad we are wearing our special head gear. All around us, Navymen in multi-colored jersey are moving swiftly, yet with

an ever watchful eye.

We grow accustomed to the thundering sounds and notice that what at first seemed to be turmoil is actually a many-phased action accomplishing a decisive maneuver. Tractors, or "mules," are racing continuously back and forth with planes in tow. Long snouted F9F *Cougars* are rapidly placed on the catapults, while FJ3-M *Furies* pop up simultaneously on each of the three star-

board deck edge elevators.

Forward, down on the starboard catwalk we get a close up view of the next launching. Up the deck heading for the catapult nearest us is the largest airplane ever to make a carrier its base. It's an A3D *Skywarrior* unfolding its wings in preparation for flight. The "mule" turns it over to the "cat" crew who secure the powerful bomber in a flash.

Out in the middle of the deck the catapult officer flashes his arm forward and an F2H *Banshee* photo plane shoots from number two catapult. Pivoting but maintaining his present position, the cat officer coordinates the activities by arm motions and signals the readiness of an A3D to men in the catapult room. With his arm straight up in the air he rapidly circles two fingers, demanding full power from the jet bomber, then he brings his arm down in an arc and points dramatically forward toward the bow of the ship. In a second the 70,000-pound *Skywarrior* is hurled into the air.

Another jet blasts off the angled deck's number three catapult and a *Cougar* leaves Number Four. Above us the men in blue and green under direction of yellow-shirts are already

DEADLY DUO—Two Cougar, F9F, jets line up on flight deck of large carrier.



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squaring away another A3D for launching on the cat nearest us. Elevator Number One brings up another *Demon*. Farther down the deck amid the high-pitched screams of *Cougars* and *Furies* can be heard the throbbing vibration of the AD-5N *Skyriders*.

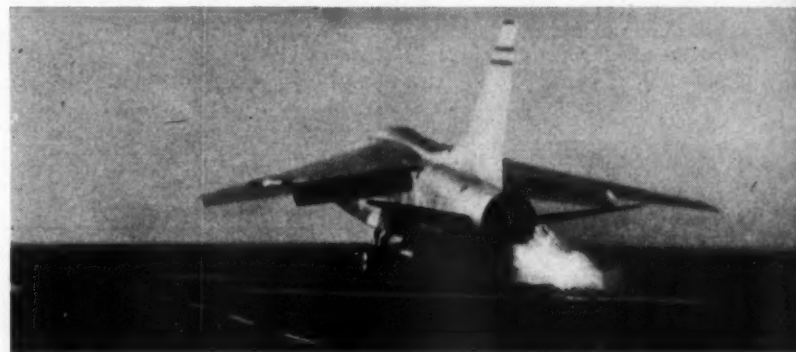
High above our heads jets circle for a landing. The ship's captain swings the powerful *Forrestal* into position allowing maximum wind to cross the angled deck. Here they come, formations of *Cougars*, *Furies*, and *Banshees*. Each time the arresting cables catch them, holding on like a powerful leash. With the varying weights of the different aircraft the arresting gear is gauged anew. A quick change is made as one of the big bombers makes its approach. A dot at first, the mighty plane grows in size while far below in the Carrier Control Approach room an Air Controlman communicates with the pilot directing him into the glide path. Once in the slot the Landing Signal Officer teams with the landing mirror and the pilot's reflexes to bring the *Skywarrior* in for a landing.

By now activities which in the beginning were so confusing become clear to us, but we still wonder how all this action was so accurately and precisely accomplished in only 15 minutes.

—Charles A. Tague, SN, USN.



INSIDE JOB — In hangar deck jet fighter moves in from deck edge elevator. Below: F8U-1 *Crusader* leaves fiery path as it blasts from steam catapult.



CATWALK VIEW — *Fury* gets all steamed up for catapult launching that will have jet airborne in seconds.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **VIET-NAM PUC**—The Viet-Nam Presidential Unit Citation Badge may now be worn by Navymen who served in eligible ships or units during the evacuation of civilians from north and central Indo-China in August and September 1954.

Known as the "Ribbon of Friendship," the award was authorized by the President of the State of Viet-Nam to recognize humanitarian services performed by our armed forces in helping thousands of Viet-Namense to escape Communist domination.

Since the award was made to units and not to individuals, it may be accepted without Congressional approval.

The insignia for it consists of a ribbon bar, enclosed in a gilt frame. It may be purchased at most uniform shops, and will not be stocked by the Department of the Navy. No additional distinguishing devices are authorized to indicate eligibility in more than one of the units cited. The ribbon will be worn after U. S. small arms ribbons, after all foreign personal decorations and after the Philippine and Korean PUC badges.

Ships and units eligible for the award are listed in BuPers Inst. 1650.8, and individual eligibility will be determined by commanding officers through service record data, orders or the individual's sworn affidavit.

In the case of officers, a letter authorizing the wearing of the ribbon will be issued to the individual by his CO and a copy of the letter will be forwarded to this Bureau for filing in the officer's jacket. For enlisted men, the individual's eligibility will be substantiated by an appropriate entry in the "administrative remarks" section of the enlisted service record.

• **OKLAHOMA DRIVER'S PERMIT**—If you're from Oklahoma, better check your driver's permit. According to a new law passed by the 1957 legislature, any member of the armed forces whose residence is in the state of Oklahoma and who held

an operator's or chauffeur's license when he entered the service, must renew his license on or before each expiration date so long as he is in the service.

If you are a resident of Oklahoma and hold a valid Oklahoma driver's license, you may renew it on or before its expiration date without charge.

If your driver's permit is expired, you may renew it by contacting an Oklahoma Driver License Examiner; or by writing to Department of Public Safety, Central Files Division, Box 1826, Oklahoma City, Okla. Be sure to state your full name, date of birth, and number of license.

This new law makes it illegal for an Oklahoma Navyman (or member of any of the armed forces) to operate a car with an expired Oklahoma driver's license.



• SCHOOL FOR REENLISTEES —

Former Regular Navy personnel who can qualify may be assigned to a Class A, B or C school when they reenlist.

Although the program for USN ex-enlisted personnel will offer some of the same schools and conversion opportunities as those available to active duty personnel, no absolute guarantee can be made. This means that if you are a reenlistee, you will have to be qualified in accordance with the current standards and a quota must have been allocated at the time of your reenlistment. The priority for allocating quotas will be active duty personnel first, and former Regular Navy personnel second.

Class A schools for which quotas can be requested are: Radarman, Fire Control Technician, Electronics Technician, Radioman, Machinist's Mate, Boilerman, Electrician's Mate, I. C. Electrician, Aviation Electronics Technician, Aviation Guided Missileman, and Aviation Fire Control Technician.

Class B schools for which quotas may be requested are: Aviation Machinist's Mate, Air Controlman, Aviation Electrician's Mate, Aerographer's Mate, Aviation Structural Mechanic, Aviation Electronics Technician, Boilerman, Electrician's Mate, Electronics Technician, Fire Control Technician, I. C. Electrician, Radarman, Radioman, Photographer and Trademan.

Class C schools for which quotas can be requested are: Air Conditioning and Refrigeration, Compressed Gases, Teletype Maintenance, Basic Electricity and Electronics, Basic Engines and Aviation Fire Control Technician Conversion.

Waivers of test score criteria are being granted to the same extent as are granted to personnel on active duty, but waivers of rating and pay grade are not being granted. Quotas are being allocated only when the quotas cannot be filled by active duty personnel.

• **OPEN RATES**—Reservists serving on active duty may enlist in the Regular Navy in any of the open rates included in the latest list. This means that if you are a Reservist serving in any of the rates noted below, you may transfer to the Regular Navy in your present rate.

DON'T take off with this issue. Keep it circulating until nine other men get a chance to see it. PASS THIS COPY ON.

If you are serving in a rate not included in the list below, you may transfer to the Regular Navy in the highest pay grade in your rating in which a shortage exists.

These are considered to be open rates according to BuPers Inst. 1130.4D: QM2, QM3; SM2, SM3; RDC, RD1, RD2, RD3; SOC, SO1, SO2, SO3; TM2, TM3; ET2, ET3; RMC, RM1, RM2, RM3; CT1, CT2, CT3; MR1, MR2, MR3; EM2, EM3; ICC, IC1, IC2, IC3; AT1, AT2, AT3; AQ1, AQ2, AQ3; AC1, AC2, AC3; AE1, AE2, AE3; AG2, AG3; TD2, TD3; AK2, AK3; SN, SA, SR; AN, AA, AR; CN, CA, CR; HN, HA, HR; DN, DA, DR; FN, FA, FR.

• TERMINATING NSLI WAIVERS—

If you are one of some 20,000 permanent plan NSLI or USGLI policyholders who are paying premiums by allotment, and have NOT notified the Veterans Administration to terminate your in-service waiver of premiums, the financial future of your family may be at stake in the event something should happen to you. The same thing may happen if you have term insurance under in-service waiver of premiums.

Under Public Law 881, if you die after 1 May 1957 while you have NSLI or USGLI in force UNDER IN-SERVICE WAIVER of premiums, no dependency and indemnity compensation under the Survivor Benefits Act will be paid to your survivors. Just think for a minute what this can mean. Your survivors would only be authorized the benefits provided by law prior to 1 Jan 1957; they would not be eligible for the provisions of the Servicemen's and Veteran's Survivor Benefits Act. That's because when your insurance is under in-service waiver the government is paying the "pure insurance risk cost" of your insurance; you are still covered by government insurance but you don't in effect pay the full premium (in the case of permanent insurance) or any premium at all (in the case of term insurance).

Do you know whether or not your insurance is still under waiver?

In the case of *term insurance*, if you register an allotment for payment of premiums the in-service waiver of premiums will be automatically canceled. If you are *not* paying premiums on term insurance AND if you have *not* canceled the in-service waiver of premiums, your

policy is still in effect but under waiver. Check on this now.

The best thing to do, if there is any doubt in your mind, is to write to the Veterans Administration Insurance Center, Munitions Building, Washington 25, D. C., and ask them to terminate the waiver and you then resume the premium payments. In this way your dependents get the full benefits of BOTH the NSLI (or USGLI) AND the Survivor Benefits Act. If you write VA and terminate the waiver but don't resume the premium payments the policy will then automatically lapse, but your dependents will be covered by the Survivor Benefits Act. (Talk with your insurance officer first before you give up your insurance; he can explain its top money-for-money value.)

In the case of *permanent plan* insurance, even if you have an allotment for payment on your insurance, it may still be under waiver. Many permanent plan policyholders paying premiums by allotment figure that no further action is necessary on their part to terminate their waiver. *This is not true.*

If you want to cancel your Section 622 waiver on a *permanent plan* policy, submit a request in writing to Veterans Administration Insurance Center, Munitions Building, Washington 25, D. C. Submit it now. (Incidentally the use of VA Form 9-5782, previously authorized for terminating a waiver, is no longer permitted.)

As always, when writing to the Veterans Administration, make sure you include your full name, present and previous service or file number, date of birth, policy number or numbers (if known), and permanent mailing address.

That figure of 20,000 insurance policies under waiver mentioned earlier is staggering when you consider that it represents 25 per cent of the total who are permanent plan policyholders paying premiums by allotment and who probably don't know their insurance is still under waiver.

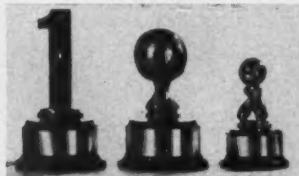
Sure, you can continue to keep the waiver as long as you are on active duty and 120 days after. But remember, if you die of service-connected causes with the in-service waiver in effect, your dependents would not come under the new law but would only receive the benefits authorized before 1 Jan 1957.

See your Insurance Officer now.

QUIZ AWEIGH

Here are three trophies awarded by the Bureau of Naval Personnel for golf, softball or baseball, and bowling.

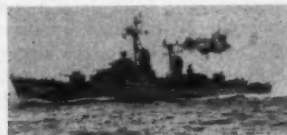
1. All are hard to get but the one most often given is the award for (a) a hole-in-one (b) a no-hit, no-run baseball game, or perfect softball game (c) a 700 series in bowling.



2. Having qualified for one of these awards, to get it you must (a) be recommended for one of the awards by your CO (b) apply to the Bureau yourself (c) have your opponent or partner apply for you.



3. This is the famed "Iron Man Trophy," first presented to USS Mississippi in 1919. It was last awarded in 1950 and the ship which remains as its defender is a (a) submarine (b) cruiser (c) battleship.



4. Since not all Navymen are sports experts, here's a picture of one of the Navy's latest "work horses." If you are up to par on today's Navy, you'll know this ship is a DD of the (a) Gearing class (b) Sherman class (c) Norfolk class.

5. This new class of ships is equipped with (a) three five-inch guns, one set of four torpedo tubes and four three-inch antiaircraft guns (b) eight three-inch guns, five torpedo tubes and six rocket launchers (c) guided missile launchers, torpedo tubes and antiaircraft guns.

Good Luck! You'll find the answers on page 56.



FIGHTING THE BITTER BITE—Navymen on Antarctic expedition wear new-type masks allowing easier breathing, eating.

With NAVY and IGY in the

FRIDTJOF NANSEN, the Norwegian Arctic explorer, naturalist and statesman, once said: *"The history of the human race is a continual struggle from darkness toward light. Man wants to know and when he ceases to do so, he is no longer man."*

For many months, and even years, preparations have been going on all over the world for a major advance in one part of that struggle for knowledge—the International Geophysical Year 1957-58, which officially began in July. During that 18-month cooperative effort, scientists of some 40 nations will probe the earth from pole to pole and from the depths of the ocean to the reaches of outer space to gather new knowledge of the planet that man calls home.

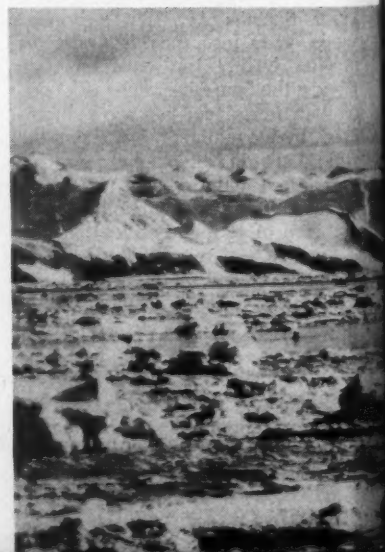
To scientific minds, one of the most exciting phases of IGY will be the investigations and observations made in and from Antarctica—a continent almost twice as large as the United States, yet so cold, barren and defiant that up until 1956 most of its interior had never been seen by man. Eleven nations—the United

States, Argentina, Australia, Chile, France, Japan, New Zealand, Norway, South Africa, the Soviet Union and the United Kingdom—will man observation stations on that vast white wasteland as part of the IGY program.

One of the key assignments in this attempt to conquer a continent is "Operation Deep Freeze," the Navy's task of setting up and supporting seven American outposts at the bottom of the world. That's a pretty big order for a place where the temperature may drop to 120° below zero and where the wind can top 100 miles an hour, but fortunately the Navy has plenty of experience in Antarctic exploration. LT Charles Wilkes, USN, is generally credited with announcing the existence of an Antarctic continent back in 1840, and in more recent times no name has figured more prominently in Antarctic operations than that of the

late RADM Richard E. Byrd, USN.

The Navy's latest Antarctic venture, directed by RADM George J. Dufek, USN, is the biggest of them all. It went into the planning stage back in 1954 and it won't be concluded until 1959. That sounds like a long time, but when you consider there are only about three good



HELPING HAND—USS Atka (AGB 3) brings much needed crates of cargo to "snow-bound" Antarctic station.

months a year for cargo ships to operate in the Antarctic, all the work that has to be done and the conditions facing the men who must do it, you start to realize that isn't so long after all. Here, in brief, is the Deep Freeze story so far.

You might say that Deep Freeze really began on 1 Dec 1954, when a sturdy gray ship, with the squat lines and determined look of a bulldog, shoved off from Boston, Mass., carrying 276 Navymen and technical observers. This was the 6500-ton ice breaker, *uss Atka* (AGB 3). Her primary mission was to find out if Little America IV, staging area for Operation Highjump in 1946-47, would still be usable as a base for the IGY operations.

Atka reached Wellington, New Zealand, long used as a jumping-off place for American Antarctic expeditions, on 1 Jan 1955, and two weeks later was at the edge of the Ross Ice Shelf, a huge sheet of ice 50 to 800 feet thick and as large as the State of California. Here, beside the Bay of Whales, the United States had set up bases for its Antarctic operations since Little America I was

30,000 miles of ocean bottom and made the first American survey of Rochedos São Pedro e São Paulo in the mid-Atlantic near the equator.

In addition, the civilian scientists on board were able to keep a continuous record of cosmic ray investigations from the ship, important ice studies were made, air samples were taken for measuring carbon dioxide content, meteorological recordings were taken and the angles of the earth's magnetic field in the Antarctic were measured. The cosmic ray data taken aboard AGB 3 tend to indicate that the plane of the earth's magnetic equator is tilted from the geographic equator much more than was previously thought. And, the meteorological observations and weather maps made during the cruise have helped make it easier to predict the weather for Antarctic flight operations.

The importance of *Atka's* cruise was summed up by Admiral Dufek, when he said that without the information she gathered Operation Deep Freeze I "would have been a failure."

While *Atka* had been scouting the beachheads, preparations for the actual invasion of Antarctica were in full swing. Supplies and equipment, ranging from long underwear to 35-ton tractors, had to be assembled. Men had to be trained. Ships and aircraft had to be readied. And, thousands of big and little details had to be taken care of.

Then, on 30 Oct 1955, *uss Edisto* (AGB 2), sailed from Boston, and Deep Freeze I was officially underway. Besides *Edisto*, the ships taking part were: the icebreakers, *uss*

Glacier (AGB 4) USCGC *Eastwind* (WAGB 279); the cargo ships, USNS *Greenville Victory* (AK 237), *uss Wyandot* (AKA 92) and *uss Arneb* (AKA 56); the tanker, *uss Nespelen* (AOG 55); and the self-propelled gasoline barges, YOG 70 and YOG 34. (YOG 34 was towed from Norfolk to New Zealand by *Glacier*. YOG 70 was towed from Panama to New Zealand by *Edisto*.)

In addition to the crews of the ships, the units involved included Mobile Construction Battalion (Special), Air Development Squadron Six, Cargo Handling Battalion One and air elements of Helicopter Utility Squadrons One and Two.

Altogether, about 1800 men took part in Deep Freeze I. The main objective of the operation was to set up two self-sustaining bases—one near McMurdo Sound, and the other on Kainan Bay, about 400 miles away on the western edge of the Ross ice shelf. The base at McMurdo Sound, an Air Operations Facility, was to be the staging area for the establishment of an IGY station at the South Pole itself. Little America V, on Kainan Bay, was to be headquarters for the American IGY effort in Antarctica.

The first Deep Freeze I ship to reach the area was *Glacier*, which was in sight of Mount Erebus, a volcano on Ross Island, McMurdo Sound, on 17 Dec 1955. Before long, helicopters were sent out to look for a suitable landing strip, and one was found at Hut Point, near a cabin built by Captain Robert Scott's British Antarctic expedition in 1902. Then, the other ships of Task Force

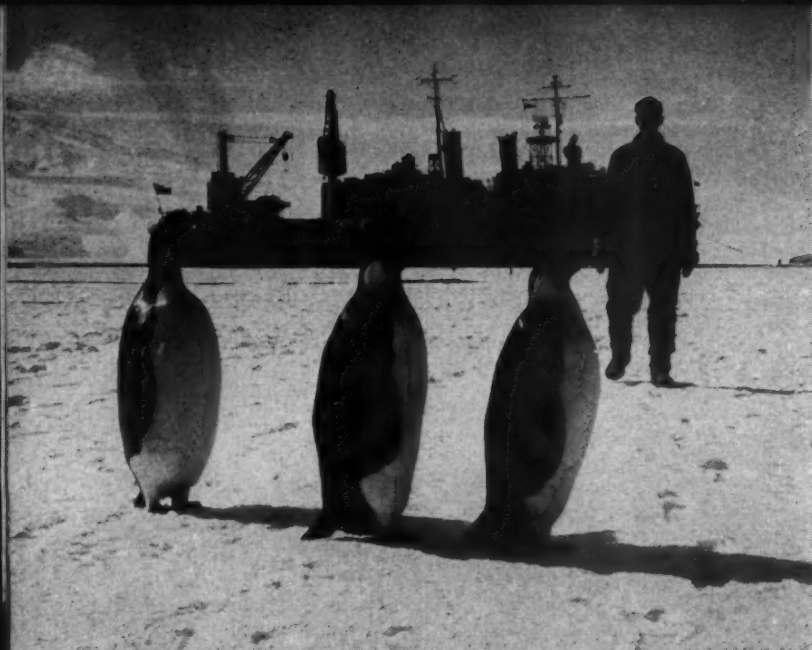
the ANTARCTIC

established in 1928.

Atka returned to Boston on 12 Apr 1955 after a 132-day cruise. During the 46 days she spent in the Antarctic she had mapped several hundred miles of the coast, made five landings on the ice and found three possible sites for bases. She also took soundings of more than

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GETTING THE ONCE-OVER—Emperor penguins are dubious as Deep Freezers move into McMurdo Sound preparing for International Geophysical Year.

43 took plane guard stations for the historic flight completed on 20 Dec 1955, when two P2V *Neptunes* and two R5D *Skymasters* landed at the Hut Point strip after an unprecedented 2250-mile hop from New Zealand to the Antarctic. In the next three weeks these planes made 11 flights into the unexplored regions of the southernmost continent.

After guarding the air route, the ships and men of Task Force 43 turned to the job of unloading supplies and equipment, building bases and scouting sites for the IGY bases to be constructed in the next phase of Deep Freeze. In three months of operation, Task Force 43 delivered 9000 tons of equipment and materials which were converted by Sea-

bees into the two permanent bases.

At McMurdo Sound, Williams Air Operations Facility (named for Seabee Driver Richard T. Williams who died in a tractor accident) was completed and materials were landed for an airlift to the South Pole station due to be built the next year. At Little America V, besides completing the base, the Task Force had stockpiled materials for a proposed station in Marie Byrd Land.

When the ships were not directly engaged in unloading cargo or breaking ice they made hydrographic and oceanographic investigations of the Antarctic Ocean.

Glacier, the first ship into the Antarctic for Deep Freeze I was also the last to leave, departing from the

area on 30 Mar 1956. Behind her she left wintering-over parties of 93 men at McMurdo Sound and 73 men at Little America, so that they could complete additional buildings and get an early start on the work of Deep Freeze II. The two YOGs, loaded with aviation gasoline, were also left behind, frozen in the ice of McMurdo Sound so their cargo would be available for the planned airlift to the South Pole during Deep Freeze II.

For the next nine months radio was the only contact the wintering-over parties had with the rest of the outside world.

In July 1956, while the folks at home sweltered in a torrid summer, the Seabees at McMurdo Sound began working on an airstrip in temperatures that dropped as low as 58° below zero. The strip had to be ready for the first Deep Freeze II planes, scheduled to arrive in October with the beginning of the Antarctic summer. The work was a mighty challenge, even for the Seabees. Here, in the words of Charles A. Bevilacqua, BUC, USN, is how it went:

"The project was to remove all the loose snow and make an ice runway. We kept two specially-built tractors working around the clock on this job. Although the engines wouldn't freeze while the tractors were running, we had pure alcohol in the radiators.

"But then nature took a mean twist, and in September we suffered the worst blizzard of the season. Not only did it ruin the work already accomplished on the strip, but it stopped all work for five days. When we dug ourselves out, we found that the storm had dumped so much

AN ICY RUN—P2V-7 *Neptune* takes off on mission from McMurdo Sound Air Strip in support of Navy's part in IGY.



snow on our project that further work on that site was impractical."

Despite this setback, the Seabees of MCB (Special) turned to on another strip, working in two 12-hour shifts, and on 16 Oct 1956 the job was done. Next day, a Navy *Sky-master* flew in, bringing Admiral Dufek and the first mail the wintering-over party had received since it began its icy exile long months before. With the arrival of the first plane, Deep Freeze II, involving 3525 men, 12 ships and 40 aircraft, had begun.

For this operation the ships back from Deep Freeze I included *Glacier*, *Greenville Victory*, *Wyandot*, *Arneb* and *Nespelen*. The trail-blazing *Atka* was also part of the task force, as were: the icebreakers, USCGC *Northwind* (WAGB 282) and USS *Staten Island* (AGB 5); the MSTC cargo ships, USNS *Pvt. Joseph F. Merrell* (AKV 4) and USNS *Pvt. John R. Towle* (AK-240); the sea-plane tender, USS *Curtiss* (AV 4); and the scout vessel, USS *Brough* (DE 148).

Others taking part included Deep Freeze I veterans from Mobile Construction Battalion (Special), Air Development Squadron Six, and Helicopter Utility Squadrons One and Two, plus newcomers to Antarctica from Detachments Able and Baker of Mobile Construction Battalion One, units of Cargo Handling Battalion Three and the Air Force's 52nd Squadron, 63rd Troop Wing.

The first ship to arrive was again *Glacier*, which set a record for early penetration of the Antarctic pack ice when she reached McMurdo Sound on 28 October. Just three days later another record was set by an R4D *Skytrain* which became the first plane to land at the South Pole. Admiral Dufek, followed by six other Navymen, got out of the aircraft to become the first men to set foot on the pole since the ill-fated Scott party of 1912, and the first Americans ever to stand there.

But, "firsts" were only a sideline for the men of Deep Freeze II. The main goals were to resupply the Little America V and McMurdo Sound bases and set up five new stations for the IGY program—the Amundsen-Scott IGY South Pole Station, Byrd Station in Marie Byrd Land, Adare Station on Cape Hallett, the Wilkes Station on the Knox Coast and the Ellsworth Station on the Filchner ice shelf.

The air operations during Deep Freeze II were the most extensive ever conducted in the Antarctic, and to support them a temporary camp and emergency airstrip were set up at Beardmore Glacier.

During the expedition, Air Force *Globemasters* flew 65 missions to the South Pole, 17 to Byrd Station and two to the Beardmore airstrip. They dropped 760 tons of supplies at the Pole and 240 tons at Byrd while logging some 2500 hours of flight time. This included 128 sorties and 34 round-trip flights over the 1669 air-miles of ocean between New Zealand and Antarctica. *Brough*

tions (At Ellsworth Station cargo was off-loaded on the ice shelf as it had been at Little America.)

Finally, in March 1957 the support phase of the operation was completed. The last ship and the last plane had withdrawn, leaving 248 military personnel and 70 IGY scientists to man the isolated outposts at the end of the earth. Eighteen of these men are now spending the winter at the South Pole Station, where temperatures of 120° below zero are expected. Up until now no human being has ever wintered at the Pole, but this "first" is merely another by-product. The



SKY AND SNOW are all that is visible as Seabee tractor train carries supplies and equipment 600 miles from Little America V to Marie Byrd Land.

stood plane guard in the rough waters along the route. She also delivered mail and supplies to the New Zealand meteorological station on Campbell Island, 400 miles south of New Zealand.

The invasion of the Antarctica was truly triphibious. Transportation of men and material to the Amundsen-Scott South Pole Station was handled through air-drops and ski-plane flights.

Byrd Station was set up through an overland (or oversnow) sledge haul of nearly 650 miles, and amphibious techniques were used in setting up Adare and Wilkes Sta-

real objective of all the wintering over parties will be knowledge and existence.

So far, this effort to find out what "man wants to know" has cost the lives of seven Navymen and one Marine since *Atka's* cruise back in 1954. The names of these eight, along with the names of 14 others who have died in Antarctica since 1899, are listed on a plaque in the chapel at Williams Air Facility. The inscription appearing on that plaque reads:

"In seeking to unveil the Pole, they found the hidden things of God."

—Jerrv Wolf

Duty on Navy's Sky Watchers

A FEW HUNDRED MILES off our coasts, slow-moving merchant-type ships plod their way—apparently on no particular business, bound for no particular destination and certainly in no hurry to get there.

They were there yesterday, and the day before. They'll be there tomorrow, and the day after—watching, waiting.

They are YAGRs—the latest Navy word in watchdogs.

YAGRs are ocean radar station ships (see *ALL HANDS*, September 1956, p. 25). Recently converted from World War II "Liberty" cargo vessels, they are now on stations in the Atlantic and Pacific defense system.

The first YAGRs joined the Fleet in the spring of 1955, after being converted at Norfolk, Va., and Charleston, S. C. Others joined the group early in 1956, and there are still more to come. They carry such names as *Skywatcher*, *Guardian*, *Scanner*, *Locator* and *Interceptor*—to mention a few.

Their names describe the vital role they play. The YAGRs operate in both the Atlantic and the Pacific, helping to form a protective radar screen ringing the continent to seaward.

Equipped with the latest improvements in electronic detection and communications devices, the ships are on the alert to intercept, warn and spread the alarm in case of unexpected attack on U. S. shores.

Actually, their job goes beyond a simple warning. For example, if an air or surface attack should come, the YAGRs would be on the job to alert interceptor planes, then help them in keeping tabs on the enemy.

The Navy's role in Continental Air Defense (CONAD)—and the job of the YAGRs, along with the radar picket ships and planes, was covered in detail in the September 1956 issue. But here is a brief description of what life is like on a typical YAGR.

Because they must stay at sea for long periods, YAGRs are comfortable ships. And, of importance

to the taxpayer, they are economical to operate. The Navy had all this in mind when the vessels were plucked from rows of "useless" cargo ships in the Maritime Administration's Reserve Fleets at Wilmington, N. C., and Mobile, Ala.

A YAGR has a complement of 15 officers and 168 enlisted men. Since the role of each ship is vital, and the duty on the monotonous side, much of the \$3,500,000 that went into converting each was spent on "habitability."

All personnel are berthed above the waterline in spacious, well-ventilated quarters—probably the most "livable" afloat.

Each officer has his own private stateroom, and the old-type seaman's bunk has given way to three-quarter size "CPO" beds for all enlisted men. Each man has his own bed lamp.

Living space is allotted according to rate. Chiefs live one or two to a room; first class, four; second class, eight or ten, and the remainder sleep in roomy quarters in double-stacked beds. In enlisted quarters (one could

INFORMATION CENTERS on ocean radar station ships are in constant use. Shown below: the eyes and ears of a YAGR.



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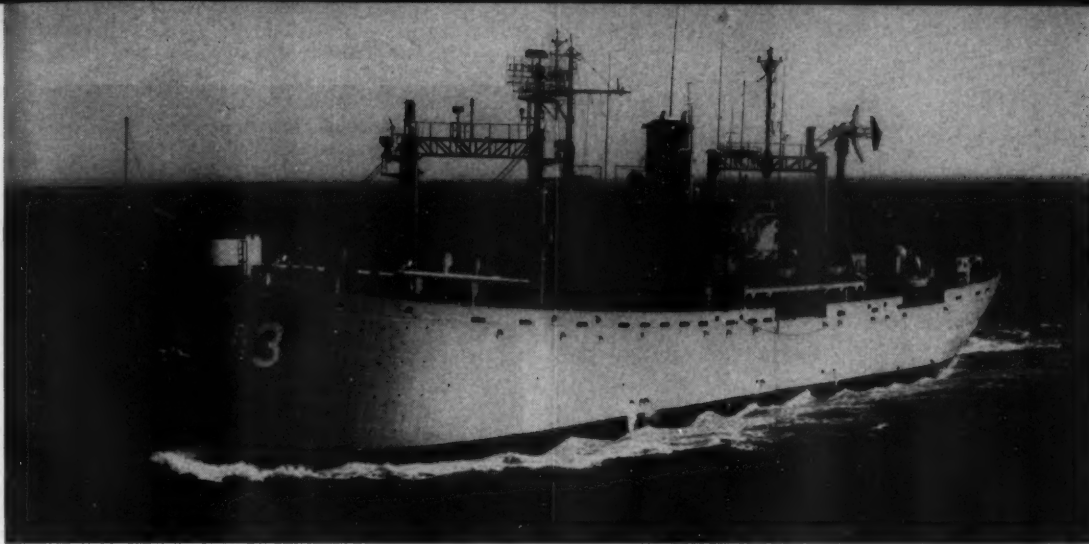
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hardly call them "compartments") eye-pleasing, delicate shades of green and cream have replaced the traditional white paint on the bulkheads. Officers' staterooms are often paneled in mahogany or pine.

Long periods at sea aboard the YAGRs call for an intensive program of recreation and entertainment to ward off boredom, which could easily become a ship's most dangerous "bogey." Like most other ships, the YAGRs have night movies and a library, but their recreation programs go beyond those usual in Navy ships.

Standard with the YAGRs are hobby shops, disc-jockey programs, large lounges for crew, CPOs and officers, plus a gymnasium. The gym is a converted cargo hold, and usual facilities include mats for wrestling, boxing and weight-lifting, ping-pong and volley-ball equipment. Some YAGRs have extended the program to include archery, golf, badminton and handball.

At least one of the YAGRs has a basketball court.

In addition to food comparable

with the best in the Navy, the mess halls of the YAGRs would be the envy of any civilian cafeteria owner. The long tables and hard benches of old have been replaced by four-place dining tables and seats cushioned with foam rubber. On the serving line, crew members help themselves. After a meal they can light up a smoke, chat, and have an extra cup of coffee. Ashtrays and napkins are often standard equipment.

One thing that may puzzle Navy-men who are familiar with these vital sea-going ships; why are the craft listed in a miscellaneous category? "YAGR," spelled out—"YAG" means a miscellaneous auxiliary and "R" stands for radar—points up the fact that this important ship is classified as a service craft.

There' an answer: the ship is supposed to look about as miscellaneous as a ship can get. Inside, it's a different story—perhaps, one day, the most important story of watchfulness ever told.

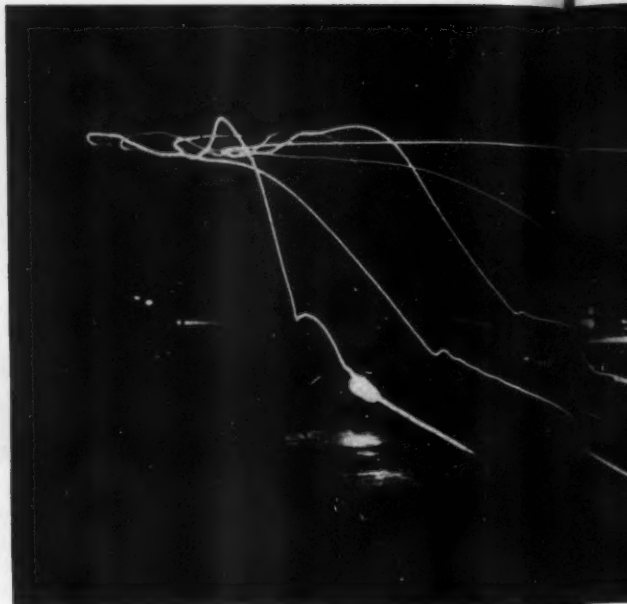
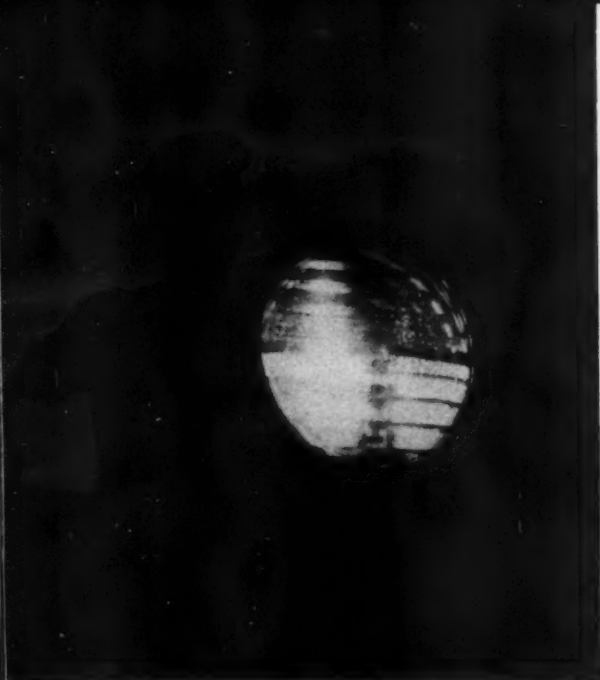
—Haywood Mitchell, JO2, USN



QUARTERS aboard YAGRs are very livable. Above: Relaxed in 'library.' Below left: 'Disc jockeys' entertain crew. Below rt: Spacious living qtrs.



DS



A Look at Navy Night Life

IT DOESN'T TAKE LONG after entering the Navy for a sailor to find out that he is a Navyman 24 hours a day. Night drills, watches, and exercises keep sailors at sea and ashore prepared to defend their country in darkness as well as daylight.

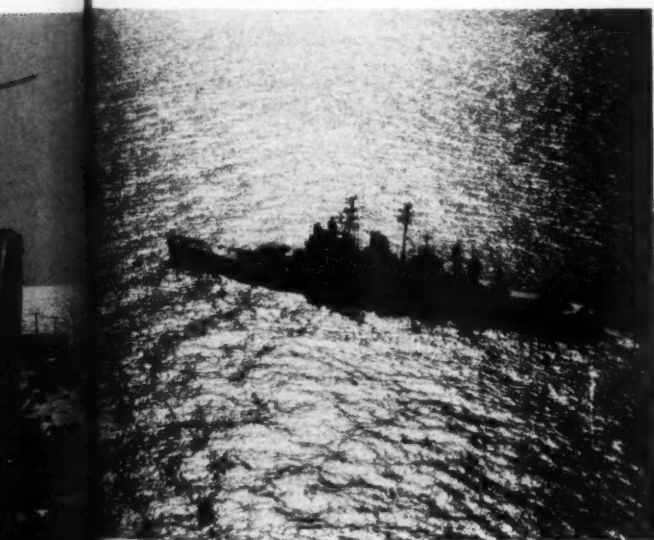
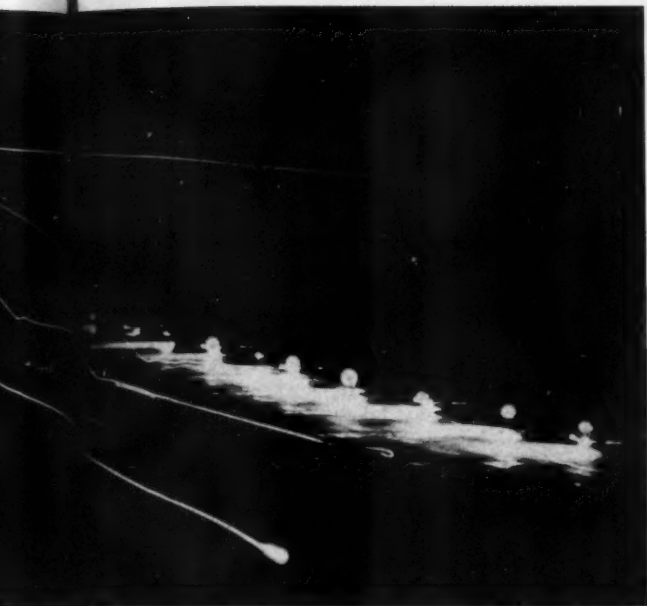
While at sea, ships sail around the clock and Navy-men must be able to "see in the dark" to man their stations. This can be accomplished in two ways. First, by actually learning how to use your eyes better at night so as to make the most of what little light there is, and second, by knowing your job so well that you can literally do it blindfolded. Navymen learn this fast.



Night Life on the High Seas

Here are a few photos of ships at sea after sunset showing only a small bit of the Navy's night shift.

Top left: Quartermaster flashes message at night. *Top center:* Light patterns are made by plane landing on carrier during night operations. *Top right:* LSO in night gear directs plane in. *Right:* Night watch stands alert. *Lower right:* Gunners on board *uss Coral Sea* (CVA 43) hold night drill in Med. *Below:* *uss Canberra* (CAG 2) makes night passage. *Below left:* Evening mail is delivered by 'copter. *Far left:* Star shell fire lights up coast while destroyermen practice night firing. *Left center:* Night watch is pulled on the guns.



SecNav Gates Says—

Sea Service First Line of Defense in Atomic Age

The Honorable Thomas S. Gates, Jr., former Under Secretary of the Navy, who succeeded Charles S. Thomas as Secretary of the Navy in April this year, has been actively associated with the Navy since World War II, when he served on active duty from April 1942 to October 1945.



SecNav Gates

In 1943, he was assigned to USS Monterey (CVL 26), serving in the Pacific about a year. He next took part in the Southern France invasion, then returned to the Pacific where he took part in the Philippine Liberation and the Iwo Jima and Okinawa campaigns. In December 1953 he was promoted to Captain, USNR, and placed

on the retired list.

Here are his views on questions concerning Navy policy:

On the Navy's readiness: "As usual the Navy is where the trouble is and is called on first when trouble is brewing. The Navy is an action service rather than an alerted service. If anyone must fight, we fight first, and the atomic age finds us as always the first line of defense."

On the carrier's concentration of power: "A Forrestal-class carrier can launch more explosive power than 50,000 CVAs of World War II."

On the sea-launched intermediate range missile: "An aircraft or missile with a range of 1700 miles can be launched from a selected point at sea and reach any land target on earth."

On the economic flexibility of the Navy: "The service of the future must . . . be the service of economy. A weapon which is truly flexible can be used to fight any kind of war—cold war, limited war, all-out war."

On the new look in national defense: "Modern sea forces are hidden, dispersed and mobile. The Nuclear Fleet will stay indefinitely at sea. They can

carry the fight to the enemy, even if he attacks us at home first, by surprise. Any attack they attract can be dissipated at sea."

On the service of the future: "The Nautilus, which when combined with the advanced Albacore hull and armed with the guided or ballistic missile, with range, speed, strength, endurance and maneuverability, will give us a weapon system which approaches the ultimate as a weapon of deterrence or of retaliation."

On freedom of the seas: "The Free World cannot stand together if the U.S. Navy should be unable to insure freedom of the seas."

On new weapons: "The Navy is in the fore in the development of new weapons. . . . Nuclear power, supersonic speed, ballistic and guided missiles have set the stage for the golden age of sea power."

On public appreciation of the Navy: ". . . There (is) a national need for a deep and abiding appreciation of our Navy, its aims, its needs, its dynamic capability, and, most of all, its heart and spirit—within which lies a great capacity to preserve a peaceful world."

On control of the seas: "Control of seas means the capability to defeat enemy attacks by submarine, aircraft, surface ships, missiles, and any other kind of attack that might be launched against ships at sea."

On the Naval Reserve: ". . . Not only is a trained and ready Reserve necessary for the survival of our country and our way of life, but it is a source of great moral support to the regular operating forces and to our allies overseas."

On the mission of the Merchant Marine in National Defense: "It is difficult to conceive of the success of our strategical or tactical planning (for any nation's defense) without dependence upon the full integration of our merchant shipping resources. In the final analysis, strategy and tactics are the ultimate benefactors of the complexities of logistics which deliver 'the right man and the right material at the right place at the right time.' We must look to the Merchant Marine to make this delivery."

PREPARED FLEET—Freedom of the seas is maintained by an easily maneuverable and fast, power-packed Navy.



LETTERS TO THE EDITOR

Submarine with Portholes?

SIR: Someone goofed! In your book supplement for April 1957 you said, "on 2 Nov 1944 *uss Salmon* (SS 182) arrived at Saipan and moored safe alongside *uss Fulton* (PG 49)."

At that time PG 49 *Fulton* was probably being sold as razor blades in the ship's store of AS 11 *Fulton* built in 1941 and still in commission. (I know because she's my ship.)

To make matters worse, on the same page you ran a picture of an officer of the deck looking through the portholes of a submarine rescue vessel and tried to pass it off as the picture of an OOD in a submarine.

However, it was interesting reading. —C. E. K., YNC (SS), USN.

• Some days it just doesn't pay to get up in the morning, does it?

PG 49 was launched in 1914 and sold in 1935. How we got her hull number on your ship we'll never know.

As for the picture, you've got us there too, even though we didn't come right out and say, "This photograph was taken in a submarine."

Maybe next time we'll be a little more leery of submarines with portholes—and we're going to try and stay clear of EEFs (Expert Error Finders) like you, too.—ED.

Official Word on Uniforms

SIR: Back in May 1955 you published a letter from R. L. C., who said:

"I have heard from pretty good sources that the Navy is going to switch back to the 13-button style pants and do away with the zipper front style. Can you tell me when?"

"Also there is a rumor floating around that the Navy is considering the adoption of a uniform similar to the Marine Corps one. Could you give me any further information on this? Personally I like the uniform as it is, with button pants, and believe everyone else does."

In your reply, you wrote, "We don't know who your 'pretty good sources' are, but they are out of line in both respects. The zipper style trousers are here to stay . . ."

Hah. I think you owe R. L. C. an apology. Zipper style trousers are not here to stay. What say?—J. R. W., ET3, USCGR.

• We say that when we got our information from the Uniform Board, it was the latest official word, and we still think it's best to go by that.

True, the Navy has decided to make the 13 button-type trousers regulation

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

when current stocks of the zipper jobs are worn out. But, how correct were R. L. C.'s informants on the matter of the Marine-style uniform?

No. The "pretty good sources" may luck into a hit once in awhile, but for long-term batting averages we'll take the official sources every time.—Ed.

Well, He Was an Aviator

SIR: According to the short biography on CDR Ellyson (February 1957) which precedes the article "Elly May," the late commander must have been the youngest man to graduate from the Naval Academy. If my calculations are correct he was ten years old at the time of graduation. Was he? —C. V. T., CDR, USN.

• Based on our dates your calculation

would be correct; but the fact is our Editor-in-Charge-of-Statistics ran out of fingers when determining CDR Ellyson's age.

The Navy's Biographical Section says that CDR Ellyson was born in 1855; graduated from the Naval Academy in 1905; and died in 1928, not 1938.—Ed.

It's Getting Better All the Time

SIR: In "Taffrail Talk" of your January issue you imply that the Naval Research and Development Facility at Bayonne, N. J., is doing some needless boasting over its experiments with compressed flour aboard ship. You also imply that this space-saving item is nothing new, since the Navy has had compressed biscuits for many years. I have a few comments I would like to make on all this.

The Research and Development Facility at Bayonne is constantly seeking to improve methods of stowing and preparing provisions, so that the United States Navy will continue to be the best fed Navy in the World.

We realize that the Commissary Branch has made mistakes in the past (i. e.—its biscuits), but what depart-

'Big E' Headed for the Last Roundup

SIR: After reading several articles about the scrapping of *uss Enterprise* (CVS 6), I would like to enter this letter as protest in junking such a fine ship.

I served on board the *Big E* from 8 Jul 1941 to 13 Oct 1943. During this time I found her to be a very sturdy ship.

In view of the fact some of the CVEs are being used for antisubmarine work and for helicopter squadron rescue work, isn't it possible to use her as a CVA?—J. C. S., AM1, USN.

SIR: Could you kindly tell me the address of the Secretary-Treasurer of the USS Enterprise Association in order that I may contact him?

Secondly, could you give me definite information as to whether *Enterprise* has been actually sold for scrap?

I am amazed that the American public has so little interest in a ship that did so much to protect their interests during a most crucial period.

—C. D. W.

• For several years the Navy considered the establishment of *Enterprise*

as a permanent World War II memorial. This idea was abandoned though, when the annual maintenance cost was established.

To repair and modify this 20,000-ton carrier, which is outdated by new 60,000-ton carriers of the Forrestal class, would be such a great financial undertaking that it makes such a task quite impractical. The ship was therefore ordered to be scrapped.

It is quite evident that the American public has not forgotten the job performed by the *Big E* during World War II. Recently an all-out drive conducted by the USS Enterprise Association has resulted in a stay of execution for the ship until 1 November.

The Association is trying to raise the necessary funds to buy the carrier from the government. If the money is not raised by 1 November, she will be sold for scrap to the highest bidder of over one million dollars.

For further information concerning a *Big E* fund, we suggest that you write to the President of the USS Enterprise Association, Mr. Bill Rubin, 3225 Bean St., San Diego, Calif.—Ed.

LETTERS TO THE EDITOR (Cont.)

ment aboard a ship hasn't? The Research Laboratories are working constantly to try to alleviate mistakes of the past and develop the best methods of preparing and serving foods, and the Class "A-B" Schools are training personnel in the use of these methods.

No situation which has such a tremendous effect on the health and well-being of so many men should be spoken of lightly. The food service of the Navy is a great morale factor. It receives far too much criticism from uninformed sources. Therefore, those in a position to be informed should not be guilty of encouraging the uninformed.

The facility at Bayonne is always seeking to improve the Navy in the food field. And, if you doubt that there has been improvement, just take a look at the typical menus below:

USS Portsmouth—1894		
Breakfast	Noon Meal	Evening Meal
Prunes	Plumduff	Crackerhash
Hardtack	Salthorse	Tea
Melasses	Hardtack	Hardtack
Coffee	Coffee	Molasses
Navy Transport—World War I		
Beef Stew	Pot Roast of Beef	Cold Corned Beef
Dumplings	Macaroni	Fried Potatoes
Fresh Fruit	Mashed Potatoes	Kidney Beans
Bread, Butter	Rice Pudding	Gingerbread
Coffee	Bread, Butter Coffee	Bread, Butter Tea
Today's Navy		
Chilled	Vegetable	Spaghetti
Grapefruit	Soup	with
Assorted	Crackers	Italian
Dry Cereal	Baked Sugar-	Sauce
Fresh Milk	Cured Ham	Meat Balls
Fried Eggs	Pineapple	Diced,
Crisp Bacon	Sauce	Buttered
Cinnamon	Candied Sweet	Carrots
Rolls	Potatoes	Tossed Green
Butter	Fresh Frozen	Salad
Coffee	Brussel	Fruit Cocktail
	Sprouts	with
	Lettuce and	Oatmeal
	Tomato	Cookies
	Salad	Bread, Butter
	Ice Cream	Cocoa
	Bread, Butter	
	Coffee	

Good food is a prerequisite to a happy ship. ("She isn't much on liberty, but man what a feeder.") Food at the Navy mess table is one of the Navy's greatest morale builders, and all commissarymen strive to serve the men of their ship palatable and well balanced rations. The development of the Navy's present-day general mess is a story that commissarymen can relate with justifiable pride—knowing that each meal that reaches the mess table is backed by the utmost in research and planning.

These results have been achieved through the teamwork and excellent

functioning of the Navy Subsistence Office, the Research and Development Facility, the Commissarymen Schools, the Field Food Service Teams and all the commissarymen throughout the Navy. The Congress of the United States recognized the importance of this mission when it approved the Act of 2 Mar 1933, stating that experience had shown a Navy could function no more efficiently than the health of

the men would allow, and that the Food Service is responsible for this.

Come now, gentlemen, we can take a little ribbing once in awhile, but don't condemn us for our esprit de Supply Corps.—J. W. Medlin, CS1, USN.

● Well, you certainly squelched us, didn't you?

However, we're afraid even perfect squelches won't stop Navymen from making biting remarks at the hands

What Happened When USS Cyclops Disappeared 39 Years Ago

SIR: In the December 1956 issue of ALL HANDS (page 56) you refer to the disappearance of USS Cyclops as "the most baffling mystery in the annals of the Navy."

Perhaps so, but a possible solution is suggested in the December 1920 issue of the U. S. Naval Institute Proceedings. It sounds very plausible to me, and provides an explanation which may be of interest to your readers.—F. C. H., CDR, USNR.

● Here is the article mentioned above, written by LCDR Mahlon S. Tisdale, USN, entitled "Did The Cyclops Turn Turtle?" appearing in the U. S. Naval Institute "Proceedings," December 1920. Excerpts are reprinted with permission of the copyright owners.—Ed.

IN DECEMBER 1914, I was ordered to USS Neptune as a part of her commissioning complement. During the first few months after going into commission, considerable trouble was experienced in keeping the ship on an even keel—even when alongside the dock. This was attributed to the fact that she was built with athwartship double bottoms fitted with baffles, but in such a way as to permit water to move completely across the ship during a list or a roll. Running along

the side of the ship immediately under the main deck were "topside tanks." These tanks, which extended outboard from the coaling hatches to the outer skin in an athwartship direction, had a sloping bottom which extended down some eight feet (estimated).

In the weather deck, on each side of the ship, was fitted a series of manhole plates each giving access to one topside tank. A considerable purchase could thus be obtained by filling topside tanks; and a slight list on one side would soon increase considerably due to the free water in the double bottoms which would, of course, immediately rush across the ship.

As Cyclops was similar in construction to Neptune, it is fair to assume that conditions of trim obtaining on one applied also to the other. I have seen Neptune flop 10 degrees for no apparent reason. If in so flopping something suddenly occurred to accentuate the list, such as the flooding of the topside tanks on the down side, it is reasonable to assume that this might have increased to such a degree as to cause the ship to turn turtle.

In the fall of 1916, when I was detailed to make a 10-day trip on Cyclops as communications officer, I



ONLY THE DEPTHS of the sea know the real fate of the USS Cyclops.

who feed them. As you are no doubt aware, griping about food is an old, old custom in the Navy, and often it's the guys who eat the most who gripe the loudest.

We realize the commissarymen must get pretty tired of all this, especially when they go out of their way to do a terrific job. But, if we stopped to pat you guys on the back every time you came up with something good,

you'd all be laid up with sore backs and we wouldn't know where our next meal was coming from.

And then, brother, you would see some real griping!—Ed.

Officer Biography Sheets

SIN: Article B-2210 of Bupers Manual states that Officer Biography Sheets shall be submitted for officers with the rank of commander or above and for

commanding officers, regardless of rank.

However some commands submit biographies on all officers. Is that correct?—J. A. H., YN1, USN.

• Although it isn't necessary, it is acceptable for a command to submit biographies on officers other than those included in the article you cite. Therefore, it's more or less up to the command to decide how it wants to handle this matter.—Ed.

Years After Former Crew Member Has a Solution

had an experience which might offer further information concerning her disappearance.

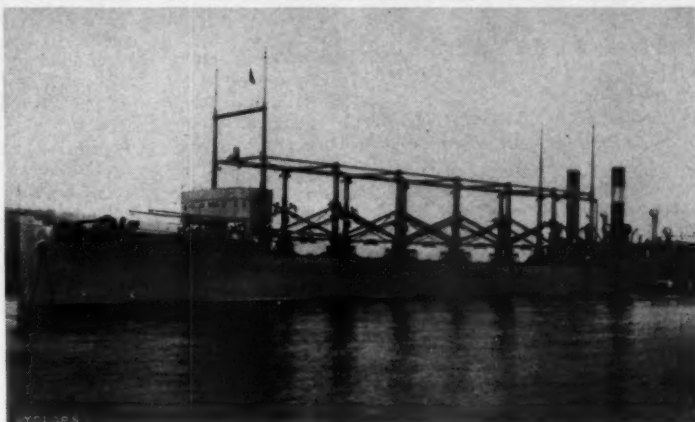
On the afternoon of the second day it began to blow. *Cyclops* had only 1000 tons of coal distributed among her various cargo holds and was riding high out of the water. The wind worked itself into a gale and beat up a very rough sea. During the afternoon of the third day, conditions grew steadily worse. The captain asked me to remain on the bridge while he went aft for supper. Upon his return—this was the evening of the third day out—I fought my way aft, wrapped myself around a stanchion, hurriedly ate a sandwich or two, and started back to the bridge.

As I came abreast the manhole plate for the starboard after topside tank, I was thrown to the main deck by the action of the ship. I landed near the topside tank manhole and my attention was at once caught by the fact that the plate was not secured. I slid the plate into position as best I could with one hand—I was carrying a signal code book—and set up the central screw finger-tight, thinking all the while I worked how fortunate it was that I had served on *Neptune* and had learned the value of keeping tank tops tight. On starting forward again I was astonished to find that the next plate was also cast off. Upon looking further, all plates seemed to be adrift.

Deciding that securing all of them was too much of a job with one hand, I worked my way to the bridge and reported to the captain that someone had opened all the topside tanks.

He laughed at my earnestness and said that they were *always* left off in accordance with instructions from the navy yard!

Now consider the situation faced by *Cyclops* when she was lost. She was carrying manganese ore. Due to the great weight per cubic foot of this ore as compared to coal, it is probable that her cargo holds were loaded by weight and not by volume and were therefore far from full. Perhaps the cargo was braced to prevent



PERFECT DISAPPEARING ACT—USS *Cyclops*, a collier, shoved off on 16 Feb 1918. Despite long and exhaustive search she was never seen again.

shifting, but this would have required very strong braces, far beyond the capacity of the ship's carpenter. Unless these braces were installed at the loading port they were probably not installed at all. At this point, the matter sizes up as follows:

The ship was heavily loaded and hence deep in the water with a correspondingly small freeboard, but her holds were not full by volume.

It was customary to leave the manhole plates off topside tanks according to the statement of the captain. (She had the same captain when I made my cruise on her as when she was lost.)

In any sort of a storm it was always customary in the colliers, due to their liveliness and to their great amount of top, hamper, to secure everything for sea.

It is plausible to assume that the cargo may have shifted, perhaps only a little, but enough to increase the average list sufficiently to cause the free water in the double bottoms to rush toward the down side thus further increasing the list. Suppose the heavily laden *Cyclops* now shipped a sea. Wouldn't this give the ship a tendency to capsize?

This could all occur in a few seconds and the ship would be bottom up before anyone could abandon ship. Some few men from the bridge and

poop might have been thrown clear of the wreckage. Remember that there would be nothing adrift except such gear as would be free to float off during the few seconds during the turn. There would be no debris such as always follows a sinking due to any other type of marine casualty.

There would have been no time for anything. The few men in the water could not have lived long of their own accord. Such small gear as did float off would have been lost in the vastness of the ocean long before the rescue vessels started their search.

On 9 Jan 1918, *uss Cyclops* had been detached from the Train of the Atlantic Fleet and assigned to the Naval Overseas Transportation Service. After departing from Hampton Roads she headed for Bahia, Brazil, reaching there on 22 January. Loading up with manganese ore she took off to Rio, then stopped at Barbados, B.W.I. On 4 March she left that port and sailed for Baltimore, Md., where she was due on 13 March. Neither *Cyclops*, nor her 309 crew members and passengers were ever seen again, nor was any sign of wreckage ever located. *Cyclops* just vanished. The above account may be the story of what really happened.—Ed.

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Cyclops.

HANDS

AUGUST 1957

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Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, All Hands Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Gleaves (DD 423)*—The fifth reunion for all former crew members will be held on 26 October at the Park Sheraton Hotel, New York, N. Y. For further information, contact Frank J. Calzaretta, 12 Sanford Pl., Jersey City, N. J.

• *19th Naval Construction Battalion*—The ninth annual reunion will be held in New York, N. Y., on 20, 21 and 22 September. Additional information may be obtained by contacting Herbert McCallen, 665 East 14th St., New York 9, N. Y.

• *82d Seabees—519 CBMU*—The 11th annual reunion will be held at the Hotel Providence Biltmore, Providence, R. I., on 20, 21 and 22 Sep-

tember. For details, write to James Greenwood, 147 Bathurst Ave., North Arlington, N. J.

• *uss Barnes (CVE 20 now CVHE 20)*—All former crew members who served in this ship from 1943 until August 1946 interested in a reunion, contact Chuck Keyer, P.O. Box 483, Oakland, Calif., or John Batanides, 1763 Lombard St., San Francisco, Calif.

• *uss Columbia (CL 56)*—All shipmates who served on board during World War II interested in a reunion, with time and place to be decided by mutual consent, may contact Thomas F. Kelly, Superintendent of Schools, 614 South St., Avoca 1, Penna.

• *uss William D. Porter (DD 579)*—A reunion has been proposed for former crew members to be held in Miami, Fla., during the month of January. The exact time and place will be determined by mutual consent. Interested shipmates may write to H. Seward Lewis, 1442 NW 7 Court, Miami 36, Fla.

Wetting Down

SIR: Recently my husband was given a "wetting down" party in honor of his promotion. Since that time I have made several inquiries as to the origin of this custom. Needless to say I have been unable to find any information. Can you help me?—Mrs. G.G.D.

• *No one seems to know just how or when it started. Several of the old-timers we asked seem to think the name was suggested by the launching ceremony, the wetting of the bow of a new ship with wine or water.*

The idea, strangely enough, was carried over to the promotion of a Navyman who finds himself facing new re-

sponsibilities. It is usually a party given for or by a newly-promoted officer or petty officer.—Ed.

Navy Track Team

SIR: I am quite interested in getting on a Navy track team. Could you please tell me how I can qualify for such a team?—J. A. R. SN, USN.

• *Normally the only time a track team is sponsored by the Navy is during the years when the Olympics and Pan-American games are held.*

You will find that very few naval stations sponsor track and field teams. The majority of stations do, however, have facilities for personnel to keep in training during their off-duty hours.

If you are really good—good enough to make the National Championships, you may have a chance to enter National and International events.

Complete information can be found in BuPers Inst. 1710.2.—Ed.

Still No. 1 Degaussing Crew

SIR: In the December issue of ALL HANDS you published a letter from a crew member of *uss Ampere (ADG 11)*. This declared *Ampere* to be the only degaussing ship then in commission. Apparently the light this letter shed helped to bring about the development of an effective degaussing ship capable of supporting the new minesweepers and meet other new requirements, an event we in *Ampere* had been working toward for a long time.

Ampere, although good for her day, had reached beyond her limit. At the same time, new developments had caused the 220-foot MSFs to be placed out of commission as minesweepers. The MSF met every requirement we needed in a degaussing ship. We asked for one—and we got it.

Early last spring *uss Surfbird (MSF 383)* moored alongside *Ampere* in Sasebo, Japan. All officers and crew of *Ampere*, complete with degaussing equipment, moved on board *Surfbird*, and all officers and crew of *Surfbird* moved on board *Ampere*. Two days later, exchange of command and function ceremony took place, and the former *Surfbird* crew sailed *Ampere* away and placed her out of commission.

In other words, the former *Ampere* crew is now operating on board *uss Surfbird (ADG 383)*, which is still the only degaussing ship in the Navy.—Dan Hall, ENS, USNR.

• *Thanks for the word. If we ever need any degaussing done, we'll know where to apply.*—Ed.

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'STEELING' THE SHOW—Tenth Naval District steel drum band steals the show wherever they play. Right: Chief's touch.

Navy Music-Makers Play to Beat the Band with Oil Drums

SM: We are conducting a musical experiment down here in San Juan which I think might interest you.

A few months back, while I was in Trinidad, I had my first chance to hear steel drum band music. It impressed me so much that I immediately ordered a set of 16 steel drums for my 10th Naval District Band.

Before my trip to Trinidad I had never heard of a steel drum, let alone an entire band. I expect that very few people in the U.S. have heard this type of music, or are familiar with the instruments used in this strange ensemble.

A steel drum is simply a discarded 55-gallon oil drum with various areas bunged out on its head which will produce notes of different pitch when hit with a rubber headed stick. If you cut the skirt short you get a so-called ping pong drum which has a soprano or treble range of two octaves.

By making the skirt a little longer you get a second pan with the range of the alto voice. As the skirt gets longer you get guitar drums, tune booms, and the bass, the latter using the whole drum with only the bottom of

the old oil drum removed.

A bass can produce only five notes per drum. Our band has four of these, which cover almost an octave of the bass range among them. All the drums are made on the waterfront at Trinidad through a trial and error system. I'm sure the people who make these instruments have never heard of any of the laws of physics and know nothing about formal music, but the rhythm and tone they get from these drums is out of this world.

Not long ago members of the band down in Trinidad picked up our new instruments. It was the first time any of the band members had ever seen a steel drum and they had but a week to learn all they could about them.

The Trinidad experts scoffed at the idea that they could learn anything in just one week. They said "Stay with us for three months working every day. Maybe by that time, you will begin to get the feel of it." Just before the band had to return to San Juan they had some of the experts out to hear their last rehearsal. The experts were amazed at the band's progress but one of them explained by saying: "Well, no wonder. You guys read music."

With no more than 10 days' experience behind them, the band had its premiere at the Navy Relief Carnival—and stole the show. They had the joint literally jumping. However, so far their repertoire is quite limited. They can beat out simple Trinidad tunes plus a few military songs and marches.

The bandsmen have gone all out for the new drums. They tried to talk me into letting them raffle off their regular instruments at the Carnival and play nothing but steel drums from now on, but I didn't think the auditors would care very much for this bright idea.

I believe this idea has a terrific future and that one of these days steel band music will sweep the country. Trinidad really started something.—D. V. Gallery, RADM, USN.

One further thought—There are some recordings available of this type of music but they do not give you an idea of the real thing. They haven't learned yet how to record this stuff without losing most of its effect.—D. V. G.

• Dear Admiral: You have just about wrecked the morale of this office. Most of our journalists have been trying to talk us into sending them down to Trinidad to do a little personal research on this phenomenon and can't properly understand our position when we explain that this is the type of story that would require our personal attention. However, one of our eager beavers is disillusioned about the whole idea. A do-it-yourselfer at heart, he cumshawed an oil drum and tried to cut out the top according to your directions. At present, he has a number of unhappy neighbors, a sore thumb, several blisters and a decided antipathy toward musical instruments of all kinds.—Ed.

DRUM technique came from natives.

NAVYMEN made drums in Trinidad.



HANDS



FAMILY FUN



SPORTS

Special Services Help You to—

HAVE A GOOD TIME

NO MATTER WHO YOU ARE or what you do, you must have *some* free time on your hands. If you don't know what to do with it, the Navy, through its Special Services Program, will help you.

You'll find at your disposal—to help you enjoy your off-duty hours—recreation buildings and theaters, libraries and writing rooms, lounges and gymnasiums, hobby shops with arts and crafts rooms, officer and CPO messes and EM clubs, game and music rooms, movies, canteens and snack bars. There are also athletic fields and courts; picnic areas; swimming pools and beaches; rifle, pistol and skeet ranges; boating and fishing areas; and golf courses.

You won't find all of these activities at each one of your duty loca-

tions but you will find many at almost any of them. Aboard ship, there are a number of facilities available for your leisure-hour activities. Ships have libraries, show movies, maintain hobby shops, have some sort of shipboard recreation program and sponsor intramural or "varsity" athletics.

Fleet Recreation Centers

At the larger naval bases where a number of ships are home-ported or frequently visit during operations, the Navy maintains Fleet Recreation Centers. These activities usually offer all of the facilities mentioned above, as well as planned programs and leadership for the relaxation and off-duty enjoyment of Fleet personnel.

Fleet Recreation Centers are loca-

ted at Yokosuka and Sasebo, Japan; Sangley Point in the Philippines; Pearl Harbor, San Diego, Norfolk and Guantanamo Bay, Cuba. Then you have Sailor's Field at Boston and a new \$500,000 recreation center being planned for Newport, R. I.

Typical of these Fleet Recreation Centers is the McCormick Sports Center at Norfolk. Housed in a huge, red-brick building adjacent to the waterfront piers, the ultramodern center contains a gymnasium with a 2000-person seating capacity, a special practice gymnasium, an eight-lane bowling alley equipped with semi-automatic pin setters, a pool room, Navy Exchange, barber shop, snack bar, patio and lounge.

The sports center at Norfolk, which is similar to Sailor's Field at Boston, also has an outdoor sports area complete with lighted baseball and softball diamonds, basketball, badminton, volley ball, shuffleboard and handball courts.

In addition, there's the Fleet Recreation Park which is right across the street from the McCormick Sports Center. This activity has both outdoor and indoor swimming pools, two baseball diamonds, eight softball fields, a gymnasium, picnic areas, an Exchange and a snack bar. Adjacent to all this, is the Fleet Social Recreation Center, used for dances, ship's parties and other forms of social recreation.

All of these activities are an ac-

SHOW TIME—Special Services helps Navymen enjoy their off duty hours in many different ways including shows and parties like the one shown here.



ALL HANDS

cepted part of the Navy way of life. They are provided for you under the Navy's Special Services Program. Like most other matters dealing with morale, Special Services is supervised and administered by the Chief of Naval Personnel. The over-all program covers all echelons from the Bureau of Naval Personnel down to the table tennis equipment in your rec room or the book you just checked out of your ship's library.

Your leisure time activities are important to the Navy—so much in fact, that they are planned and executed like a big business. In the Bureau of Naval Personnel, six different branches handle nothing but

movies in the crew's mess hall. *Nautilus* boasts the smallest "giant" screen in the country. It's a special screen, measuring six feet, 10 inches wide and two feet, 10 inches high.

Providing movies for *Nautilus* and hundreds of other ships and stations poses some knotty logistic problems. Under present arrangements 16-mm. movies, TV kinescopes and special short subjects are procured by the Navy Motion Picture Service. These movies are shown to you aboard ship and at overseas stations without charge but they cost the Navy more than three million dollars per year.

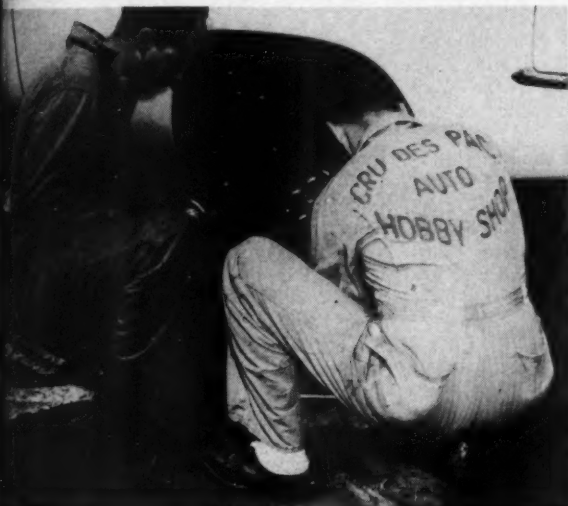
If you are based ashore in the continental U.S., or in Hawaii, your

and TV perform right aboard your own ship or station. It's a common practice for many big name stars and bands to give their time and talent to entertain Navymen.

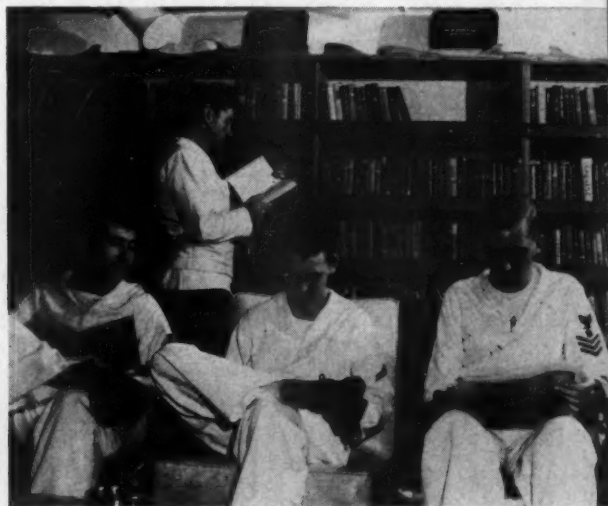
On the other hand, if you are a seagoing sailor, you'll have the opportunity to see some of the world's best plays, musical shows, operas, concerts and other entertaining events in your travels around the world, as well as in the larger port cities of the U.S.

Sports

The Navy Sports Program, like all other recreational functions, is set up on a voluntary off-duty basis, and is designed solely for you. If



HOBBIES



LEISURE HOURS

matters pertaining to Special Services. Then there are offices on the District and Fleet levels, as well as aboard your individual ship or station. All of these activities handle matters ranging from movies to libraries, EM clubs to hobby shops, all types of sports and the Navy's music program.

Movies

Movies are by far the largest single item in the Navy's recreation budget. Regardless of size, almost every activity in the Navy, afloat and ashore, has provisions for showing movies, and no matter where you are, you usually have the opportunity to see a different movie every night.

You'll even find movies—and wide screen ones at that—aboard submarines. *USS Nautilus*, SS(N) 571, for example, shows wide screen

movies are provided under the Navy-Marine Corps Motion Picture Plan. These are 35-mm. films which are leased by the District Commandants from civilian motion picture exchanges. If you attend a movie which procures film under this plan, you will be charged a moderate admission fee to cover part of the rental cost of these films.

Besides movies, there is plenty of "do-it-yourself" entertainment available. Music, dramatics and other theatrical fun offer a challenge to a great number of Navymen. These activities can be as informal as a ship's "Happy Hour," or an on-the-spot songfest at one of the clubs, yet as big as a Broadway stage show or an All-Navy talent contest.

Other than shows utilizing Navy talent, you often have the chance to see top stars of stage, movies, radio

you take an active part in some sport, you'll make good use of your idle hours as they enable you to get your daily exercise and at the same time maintain the physical fitness expected of all Navymen.

Here's a partial list of the sports in which you can take part: baseball, softball, football, basketball, swimming and diving, tennis, track and field, golf, bowling, table tennis, volleyball, badminton, hunting, fishing, boxing and wrestling.

Some of these, of course, will depend upon where you are stationed. Even if you are aboard ship, you can still take advantage of many of them. With certain changes to the basic rules, a number of sports can be adopted for shipboard use. The January 1953 issue of *ALL HANDS* had an article (pages 31-37) dealing with this and gave revised rules for



IN THE SWIM—Pools such as this Fleet-size job at Yokosuka in Japan are built and run as Special Services projects.

more than 20 popular sports adopted for shipboard play. Among them were such "salty" games as tin can basketball, seashore shoes, mess table tennis, anchor ball, fantail fishing, crow's nest wrestling and Navy bean bowling.

Even if it's tin can basketball or the more familiar version, you will, at one time or another, have a chance to compete on any level you wish, or at any level at which you can qualify. Perhaps you are in-

terested in "sandlot" competition—or maybe you are good enough to meet some of the best in the Navy and in the other branches of the armed forces.

Almost every ship conducts intramural leagues and often enters teams in intra-district, intra-area and inter-type competition. Then there's the All-Navy and Inter-Service Programs, where you will find real top competition with some of the best athletes in the world.

As you probably know, Navy athletes and teams also have the opportunity, whenever possible, to meet local school, college and other teams. In addition, the Navy encourages qualified athletes to apply for competition in almost all of the various national meets, as well as the Pan-American and Olympic Games. Last year, for example, 16 Navymen participated in the Olympic Games at Melbourne, Australia, and eight of them won championship medals. Among them was Seaman Milt Campbell, the winner of the decathlon, who was acclaimed as one of the outstanding heroes of the Games.

Next to actually playing, you can of course watch and root for your home team. You'll find plenty of opportunity for this in Navy sports. You will be able to get tickets (often free or at reduced rates) to many professional athletic events at cities near your station or home port.

Libraries

If you enjoy an occasional hour or two with a good book or magazine—or if you're a more serious reader—you will find a Navy library wherever you are stationed. The library aboard your ship or station, regardless of its size, will provide you with a good selection of fact and fiction, adventure stories, travel books, science, sports stories, history, biography, and in some cases the latest magazines and more popular newspapers.

Although the Navy's Library Services Program comes under Special Services, its operation is somewhat different from all other Special Services functions. This is because your ship or station library is not intended to be limited to off-duty use such

OVERSEAS FUN—Whitehats enjoy miniature golf at Atsugi sports center.



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NDS

IT'S A BALL—Navymen throughout the Fleet have a great time at dances like this one taking place at ship's pier.

as movies, sports, EM clubs and other recreational activities.

Whether you know it or not, your ship or station library provides you with a certain amount of professional and technical books which are required in connection with your day to day work, as well as fiction and other types of books for recreational reading. All Navy libraries are also stocked with information and reference books which supplement those made available to you through the Navy's education and training program.

The majority of books in your ship or station library are supplied by the Library Services Branch of the Special Services Division of this Bureau. These books are paid for out of appropriated funds. Each activity gets an initial allowance of books at the time of commissioning and additional shipments periodically thereafter. Magazines and newspapers, however, are not provided by the Bureau. They must be procured and paid for out of your own ship or station's (non-appropriated) recreation fund.

In order to provide maximum service, the Library Services Branch tailors the book collections of your ship or station to its actual needs. The number of books and titles vary from one library to another. There is no standardized set of books forwarded to every ship or station. Collections range from a few books aboard small ships to as many as 60,000 volumes or more at large shore-based activities. The personnel strength of your ship or station determines the number of books your library will be allotted. Shore stations, on the average, rate two books

per man, while space limitations aboard ship restrict the number to three books for every two men. These numbers, however, are often altered with the ratio of books being lowered or increased in such cases as extreme space restrictions, degree of isolation of the unit and type of duty assigned.

Men in small ships, like submarines for instance, are likely to read a great deal since other off-duty activities are limited. Hospitalized

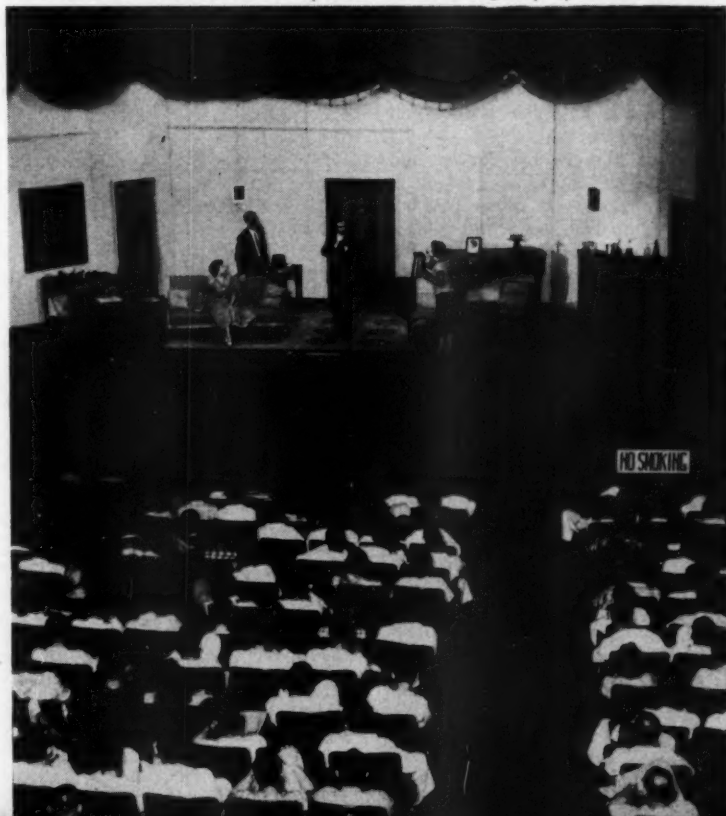
personnel form another group in need of much reading material.

Hobby Crafts

If you have a hobby or want to develop one, you'll usually find the help and equipment you need at most ships or stations. Included in the Navy-wide hobby craft program are 37 different hobbies. Model building, carpentry, leather craft, painting, and photography are but a few of the more popular ones.

Naturally, you won't find all of

IN THE ACT—Sailors relax at Special Services staged play in the Far East.





IN ADDITION to pools Special Services maintains many facilities at beaches and (Rt) supplies hobby shops.

them aboard any one ship or station. You will be surprised, however, at the wide-range offered at even the smallest ship or station. More than 20 of the 37 hobbies supported by the Navy's hobby craft program are recommended for shipboard use.

In recent months, the Naval Communication Station at Barrigada, Guam, joined the growing ranks of naval activities which offer hobby shops as part of their recreational program. Utilizing an old sick bay and dispensary, the Barrigada hobby shop contains a "ham" radio shack, separate photo developing and printing rooms, electronics shop, a music room equipped with a three-speed turntable and amplifier system and several craft rooms.

One of the Navy's larger and busier hobby shops is located at NTC San Diego. It offers free instructions, locker space and use of tools and equipment in eight different sections—radio, model making, art and photo lab, jewelry cutting and polishing, ceramics, leather craft and carpentry.

Navy Clubs

In addition to movies, sports, libraries and hobby shops, you will find both officer and CPO messes and EM clubs at shore installations throughout the Navy. The officer messes are maintained for the purpose of providing lodging, dining and recreational facilities while the CPO and enlisted clubs serve the same purpose except that they do not provide lodging facilities. You'll find officer and enlisted clubs at almost every shore station.

Recently the Chief of Naval Personnel authorized shore stations to

establish PO1 and PO2 clubs with privileges equivalent to those enjoyed by non-coms of the other services. The Naval Station at San Diego claims to be the first naval activity to be authorized and to open a First and Second Class Petty Officer Mess. It opened its doors on 15 Mar 1957 to an overflowing crowd of 3500. NAS Oceana at Virginia Beach, Va., is said to have the Navy's second "acey-deucey" club.

No matter whether first or second, no one will dispute the title that goes with the fabulous Enlisted Men's Club at Yokosuka, Japan—



SMOOTH SAILING — Wooden disk leaves end of EM's shovel and is on target in tight game of shuffleboard.

"the largest, most colorful whitehat's club in the World!" This club takes in almost two million dollars a year and has catered to as many as 25,000 persons in one day. It even features, among many things, free judo lessons, hair cuts, shoe shines, and three shows daily in its 1000-seat theater.

To round out the many Special Services activities, you also have your ship and station newspapers and ALL HANDS which are published for you as part of the Navy's Sports and Recreational Program. While your ship or station paper gives the word on local happenings, ALL HANDS covers matters of Navy-wide interest. It's published by the Informational Services Branch of the Bureau of Naval Personnel's Special Services Division.

ALL HANDS attempts to keep you informed on the over-all happenings of the Navy as well as give you the latest word on new training and advancement opportunities, stories with a historical slant, information about the other branches of the armed forces, and even answers to questions sent in by you and your shipmates.

It is distributed on the basis of one copy for every 10 Navymen. You may, however, purchase your own personal copy or even have a subscription mailed to your home-folk so they may get an all-around picture of Navy life and see how you work and play.

On the following pages you will get an idea of how the sports and recreation program operates ashore and afloat.

—H. George Baker, JOC, USN.



NAVY FUN TIME—Floor show at Sea 'n' Shore brings forth laughs. Right: Sailors enjoy Friday night dance at club.

Here's a Sample of How Sailors in 11th ND Enjoy Life

SHORE-BASED ACTIVITIES within the 11th Naval District have established a Social Recreation Program to supplement that already offered through the Navy's regular Sports and Recreation Program.

It includes a variety of activities, for enlisted men and their dependents, both on and off the stations. This plan also takes advantage of community resources.

Full-time civilian "Navy Social Recreation Directors" have been appointed to handle the new Social Recreation Program with the 11th Naval District. Already programs are in full swing at the Naval Ordnance Test Station at China Lake; the Naval Station, Long Beach; the Naval Auxiliary Air Stations at Brown Field and El Centro; the Naval Communications Station at Imperial Beach; and the Naval Administrative Unit, Lake Mead, Las Vegas, Nev.

The new plan was put into effect in March 1956 by the Commandant of the 11th Naval District who felt that "profitable and wholesome use of leisure time is vitally important to all hands and has a direct bearing on efficiency of performance and on reenlistment rates."

The civilian recreation directors work in Special Services and plan, coordinate and assist in developing recreational programs to supplement existing Special Services functions.

A recreational director was assigned to the U. S. Naval Station at Long Beach early in 1956. The immediate response and results of the social recreational program surpassed all expectations. Recently

organized social recreational functions include a ski club, stamp and camera clubs, hobby groups, swimming and bowling parties, talent shows, and guided tours of such places as Disneyland, Laguna Beach, San Juan Capistrano and Hollywood—including visits to movie studios, Television City and Beverly Hills.

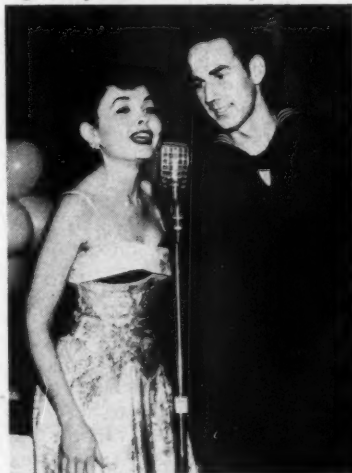
Center of all social activity for the Long Beach bluejackets is the Sea 'n' Shore Recreation Center which is located in Bldg. 71 at Terminal Island. Facilities offered there since its opening in February include a modernistic, hotel-type lounge; a snack bar, game room, color TV lounge, hobby workshops and a dance hall.

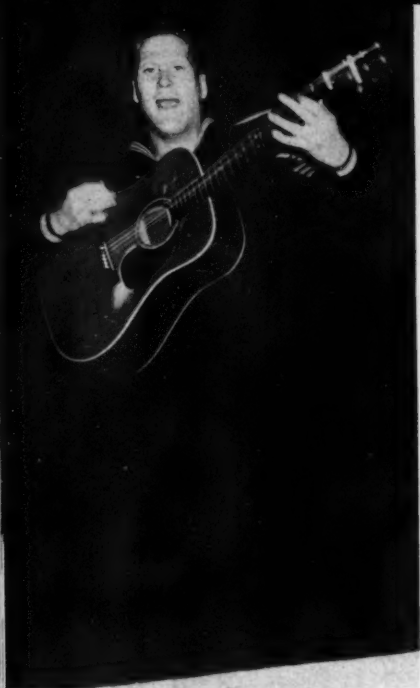
The Sea 'n' Shore offers a full schedule of entertainment each

month. A quick glance at one of its monthly calendars of events reveals there are square dances every Monday evening and formal ballroom-type affairs on the second and fourth Friday of each month. Bingo, jazz night, table tennis tournaments, floor shows featuring top stars of the movies, radio, stage and TV, western bands, dance lessons, and other attractions are featured.

To supplement the Sea 'n' Shore activities, the Naval Station at Long Beach publishes a 40-page guide which contains all the latest information on recreation and other facilities aboard the station and in the general area. This pamphlet is prepared by the Social Recreation Director and is given to all personnel when they report aboard for duty.

PLENTY DOING—Visitor from movieland sings at show with sailor. Top Right: Square dance club poses. Lower Right: Weekly jazz session swings out.





D. White, PN1



G. Maldonado, YN2



H. E. Kehr, MU3



D. Wyatt, AN



R. Sparks, SN

All-Navy Talent Team

A GROUP OF SAILORS and Waves is returning to their individual ships and stations throughout the world this month after completing a cross-country tour with "Shipmate Varieties," an All-Navy revue that took them to 45 cities in 37 different states in 51 days.

Sponsored by the Navy's Recruiting Service, "Shipmate Varieties" featured the finalists in the recent All-Navy Talent Contest. It is estimated that the Navy performers were seen by some five million persons during their national tour. (This does not include the many millions who viewed them when they appeared on the Ed Sullivan Show.)

The tops in Navy talent starred 19 Navymen in 16 acts ranging from operatic tenors to unicyclists. It offered something to please every taste, from rock 'n' roll to classical music, plus comedians, dancers and jugglers.

The Navy entertainers were selected by a board of professional showmen, producers, directors, musicians and naval officers, from the finalists of the All-Navy Talent Contest. They were accompanied on their cross-country tour by 16 members of the U. S. Navy orchestra, under the direction of Chief Musician Richard E. Larson, usn. The producer of Shipmate Varieties and tour director was LCDR H. Harold

Bishop, usnr, head of the Special Projects Division of the Navy Recruiting Service.

Seven of the 19 performers featured in the recruiting tour had appeared on the nation-wide TV show on 12 May. Among them was Donald R. Wyatt, AN, usn, from NAS North Island, whose vocal solos had audiences across the nation calling him back for more. The personable, 23-year old blond was even more pleasing with several impersonations.

Making his second appearance in the All-Navy finals and the nation-wide recruiting tour was Randy Sparks, a 21-year old seaman currently assigned to the aircraft carrier *uss Princeton* (CVS 37). A well known calypso singer, he has a recording contract and appeared professionally in night clubs, radio and TV before entering the Navy.

William Hrynkiw, MU2, usn, of NTC Great Lakes, made a big hit with his accordion playing, while Tim Johnson, YNSN, usn, of ComServPac, kept the crowds happy with his vocal renditions of "Round and Round" and other current hits.

Hrynkiw and Johnson were also on the TV Navy talent show, as were electric guitar soloist, Ralph Grasso, EN3, usn, of the Naval Receiving Station at Brooklyn, N. Y., (he played with Les Paul and Mary Ford before entering the Navy); and op-



B. Hrynkiw, MU2



A. Blaesing, SN



T. Kelly, PR3

Big Hit on National Tour

eratic tenor Mike Driscoll, a seaman from NTC Bainbridge, who brought heavy applause at every point of the tour.

Plenty of rock-and-roll was on the bill as Harry E. Kehr, MU3, USN, of NTC Great Lakes, kept audiences alive with his guitar and banjo. He teamed up with accordionist Hrynkiw to stop the show, and in every performance was called back again and again.

The three Waves in the talent review were Loni Mass, HM3, USN, a blues singer assigned to the Pearl Harbor headquarters of FMFPac; Seaman Pat Duval, USN, a Western-style singer from the Fourth Naval District Intelligence Office, and Janice Rich, DTSN, USN, a pantomimist, from NTC Bainbridge. Miss Mass placed third in the All-Navy finals.

The Mallet Men, Dale Barrett, MU3, USN, and James Ward, MU2, USN, both from NTC Great Lakes—the second place winners in the All-Navy Talent Contest—teamed up for a marimba duet; and Ted Kelly, PR3, USN, fast and fancy-stepping tap dancer from NAAS, Whiting Field at Milton, Fla., were also among the stand-outs.

Other top-notch performers:

- Richard Bain, MU1, USN, a featured harmonica soloist with the official U. S. Navy Band in Washing-

ton, D. C. Before entering the Navy he was a member of the Fred Waring Band and appeared on numerous radio and TV shows.

- Allan Blaesing, SN, USN, unicyclist and juggler, attached to the Staff, Commander Destroyer Squadron Six, on board USS *Cone* (DD866).

- Charles A. Weinrott, JOSN, USN, comic and Master of Ceremonies, who is assigned to the staff of the Commandant, 13th Naval District. Before entering the Navy he was with the national network radio shows, "Those Websters," "Henry Aldrich" and "The Brewster Boy."

- Danny White, PN1, USN, country and western singer, who is assigned to Fleet Aircraft Service Squadron Ten, Moffett Field, Calif. He was an All-Navy finalist in 1956 and also toured the country last year with the Navy Talent Revue.

- George Maldonado, YN2, USN, pops singer, presently serving at the Naval Air Station, Norfolk, Va.

The national recruiting tour meant a lot of hard work and long hours for these Navy entertainers. As they whistle-stopped back and forth across the country they were performing night and day. In so doing, the Navy acts provided a tremendous stimulant for Navy recruiting and at the same time they accomplished an outstanding public relations job for the Navy.



L. Mass, HM3



R. Larson, MUC

Sports and Recreation

SPORTS and GAMES

Have you lost your mumble-ty-peg touch? Is your yo-yo rusty? Despair not! See your Special Services Officer.

afloat

The only limits are
lack of space and
imagination . . .

ashore

What can be played
at sea, can be played
ashore, plus

HOBBY CRAFT

Unusual gifts for family and friends
can be a gratifying product of your
"do-it-yourself" urge.

afloat

Ship's facilities and
Navy hobby manuals
can start you off . . .

ON STAGE

Dig out old talent! Encourage new! Even if
you have never acted, sung, danced, juggled
or joked . . . try it! The crowd is with you.

64,000
DAYS OF
LIBERTY
9 SUITS

VARIETY
SHOWS
TALENT
CONTESTS

BLOODY MARY
IS THE GIRL
I LOVE

MUSICAL
COMEDY

MUSIC

Listening to and playing music can
be an all-absorbing hobby. Whether
you be a homebody or a symphony

LIBRARY

Here's a treasure house of relaxation
and research. Ask for more know-how-
to-do-it books. The library is yours.

HUMOR

SPORTS

SOCIAL

Get interested in what other people
like and they'll get interested in you.
Find out what makes their hobby click.

for the NAVY FAMILY

Take advantage of the changing scenes
of Navy family life and participate in
local variations afforded in fun.

at home . . .

E.M.
CLUB

MOVIE
TODAY

Fun for the Navyman





Hobbies

Do-It-Yourself

ALMOST EVERYONE has a hobby—something that he especially likes to work at or study outside of his main job. Whether it's collecting stamps, shooting unusual photos, building model ships or planes or just plain do-it-yourself, Navymen on board ship as well as on shore station have the bug.

Many hours of the sailor's free time are spent in ships' hobby shops. Here is a picture story of some hobbyists at work. *Top right:* A bluejacket on board *uss Kearsarge* (CVA 33) puts the finishing touches to a painting of Mt. Rainier, Wash. *Top left:* Men relax in YOC's galley with model ships, paintings and aircraft. *Left:* Duty in Japan gives sailor ideas for his ceramic creations. *Bottom left:* After hours of hard work, whitehats look pleased with the results of their labor. *Bottom right:* Crew members of *uss Bon Homme Richard* (CVA 31) browse through stamp catalog.





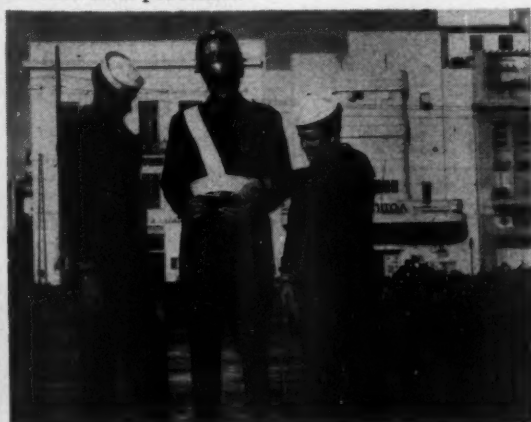
Travel

See-It-Yourself

GREECE, a nation of history, beauty and pleasant climate, has long been a favorite spot for visiting sailors. This country was one of the lands visited by several escort destroyers on their recent cruise with the Sixth Fleet in the Med.

Navy sightseers from the DDEs enjoyed visiting the sights, both modern and ancient. Among the popular points of interest to all visitors is the famed Acropolis with examples of the world's great architecture, including the Parthenon. The bluejackets enjoyed the experience of riding back into history in this ancient land—in modern taxis and buses, or not-so-modern horses and buggies. At the same time they found modern Athens and its port Piraeus equally fascinating.

Here are some Grecian scenes: *Upper left:* Navymen overlook city of Athens. *Upper right:* Two bluejackets settle back for a ride in an old-fashioned horse and buggy. *Right center:* Shopping for foreign wares is a favorite pastime for Navymen. *Lower right:* Italian lass at Greek movie house catches eye of sailors touring Piraeus. *Lower left:* Seamen in port city of Piraeus find direction from policeman.



NAVY SPORTS

Roundup of Winners in All-Navy To

THREE ALL-NAVY CHAMPIONSHIPS have already gone by the boards this year. Four more are on tap.

All men and women taking part in All-Navy competition competed for spots on one of six regional teams dependent upon the area in which their command was located. These regions included Atlantic Fleet, North Atlantic, South Atlantic, North Pacific, South Pacific, and Western Pacific.

Boxing

First All-Navy championship to come along this year was boxing. This event was held in Gymnasium 402 at the Newport, R. I., Naval Station 6-7-8 March where close to 12,000 spectators sat, watched and cheered the fighters on to greater glories.

The fight fans came in a festive mood and were rewarded by plenty of fast and furious action in which five of the fights ended in knockouts, five by TKO, with 24 unanimous decisions and only five split decisions. In a total of 42 scheduled bouts, only three winners were announced by way of default.

Fighters representing some 40 commands came from as far away as the Philippines and as close as the nearest destroyer tied up to the new \$4,000,000 pier in Newport.

ROPING THE TITLE—Tabby Lee, 125-pound class All-Navy and Inter-Service boxing champ, holds back a right after knocking opponent through ropes.

Each region sent a strong aggregation of fighters; any of whom could have gone all the way had a punch been thrown a little quicker and harder, a jab a little stiffer and footwork a little fancier. But the ones who did win did so by clean-cut decisions.

For a clean-cut decision you could take the finals of the heavy-weight division in which Henry Ebron, GMSN, from *uss Milledgeville* (PC 1263) not only proved that he was the Florida State Champion and Sixth Naval District champ but the 1957 All-Navy heavyweight champion as well.

In his fight with Lewis Jones, AA, from VAAW-35 at NAS San Diego, heavy leather was thrown from different directions with no punches wasted. Both fighters hit hard with heavy lefts and rights, Jones throwing straight punches while Ebron, standing mostly flat-footed, added a chopping right hand alongside the head mixed with uppercuts. But it was all over in 1:10 of the second round when Ebron, after missing with a right, stepped in, pivoted and slammed a left uppercut to the mid-section which doubled Jones who dropped to the canvas on both knees and hands for the count.

Winner of the 112-pound class is

Antonio Adame, AN, from NAS Whidbey Island, by a unanimous decision over Davis S. Laguana, SN, from NavSta, Sangley Point.

The 119-pound All-Navy champ is Ray Wharton, SH2, fighting for the Atlantic Fleet from *uss Haynsworth* (DD 700) who fought all three nights winning each bout unanimously. In the first night's bout he defeated Ray Sharabba, AN, from NAS Jacksonville, went on to defeat Jose Colon-Rivera, SA, NTC San Diego, in the semi-finals and copped the title by putting down the attack of Bruce Davis, AM3, from NAS Moffett Field.

One of the crowd pleasers was the 125-pound class of Francis "Tabby" Lee, BMSN of the Atlantic Fleet from *uss Cascade* (AD 16) and Richard Grassley, SA, from the North Atlantic region of the Newport NavSta. Lee, with the graceful movements of a cat was quick, sure and methodical. When the cards were collected at the end of the bout, Lee was declared the winner by a unanimous decision, but he knew that he had been in a real battle.

All-Navy winner of the 132-pound class was Jerome Brown, AN, of the Atlantic Fleet from *uss Leyte* (CVS 32) who was awarded a unanimous decision over Matthew J. Mullaney, SKAN, from *uss Mercury* (AKS 20).

In the 139-pound class Larry M. Burnett, AN, of the South Atlantic Region from VP-44, NAS Norfolk, took unanimous decisions over Ronnie Jackson, AN, from VW-3, NAS Agana, Guam, and Manuel Gonzales, FA, from Great Lakes and, in the finals, was awarded another unanimous decision over Duhart Bailey, SD3, of the Atlantic Fleet from *uss Cascade* (AD 16).

The finals of the 147-pound class teamed William Branch, SN, of the Atlantic Fleet from *uss Yosemite* (AD 19) and Roosevelt Turner, AE3, from Fleet Electronics, PacFlt. Branch became the All-Navy champ by way of a unanimous decision.

The 156-pound class All-Navy title went to Charles D. Theobald, SN, of the Atlantic Fleet from *uss Ticonderoga* (CVA 14) on a unanimous decision over Charles E. Mull, CDCN, from MCB9, Detachment B, Pearl Harbor.

ALL HANDS



Navy Journeys

In the 165-pound class, Joe Adair, SA, of the Atlantic Fleet from *uss Cascade* (AD 16) was the only man to step into the ring to be declared All-Navy champion without wearing gloves. He won by default over Paul Brown, SN, from *uss Tidewater* (AD 31) who had injured his hand in previous bouts.

The 178-pound class winner is Clifton Patterson, TN, from *uss O'Brien* (DD 725) who fought it out with Donald Hobson, SN, of the Atlantic Fleet from *uss Sierra* (AD 18) to gain a split decision.

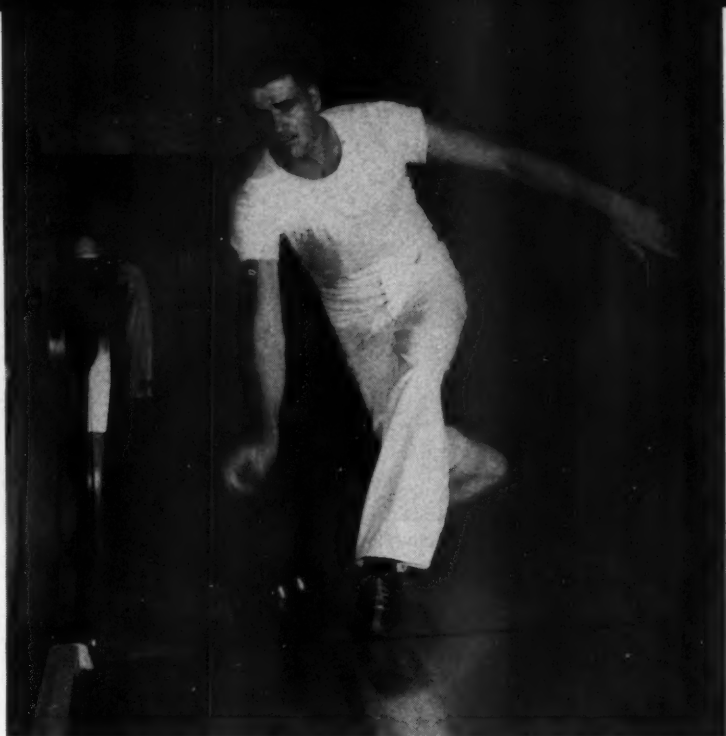
Trophies in the form of a mahogany plaque were awarded to the 1957 All-Navy boxing champs, and all participants received silver-plated medallion key chains.

The Atlantic Fleet region took six of the 10 decisions handed down. South Atlantic had two winners; North Pacific and South Pacific each one.

Less than a week after the All-Navy Boxing Championships the 1957 Inter-Service bouts were held in the same gym on the Newport Naval Station with some of the same contenders battling it out in the same gym.

Some 10,000 fight fans crowded around the ring during the two-night slugfest with 40 of the contestants going to the post during a grueling five-and-a-half hour marathon the first night.

Strangely enough, with the best battlers in the services hammering away at each other, there was only



DOWN THE ALLEY—Navy bowlers throughout the Fleet picked up the ball for a try at regional titles and a crack at the pins in All-Navy tourney.

one knockout over the entire route. There were, however, three TKOs. The Marines came out on top with four victories followed by the Air Force with three, Navy two and Army one. The two Navy winners were Ray Wharton (in the 119-pound class) and *Cascade's* "Tabby" Lee (in the 125-pound class).

Basketball

Scene of the All-Navy basketball tournament was Barney Hall at the U. S. Naval Training Center, Bainbridge, Md., where, during the week

of 18 March, the Bainbridge Commodores, five-time 5th Naval District champions, and representing the South Atlantic Region, emerged as All-Navy champs by defeating *ServLant* 78-72 in the finals. *ServLant*, the Atlantic Fleet representative, entered the finals by defeating *SubPac* (representing WestPac) 104-65 in the semi-finals.

Bainbridge was also the focal point of the Women's All-Navy finals where the San Diego Waves defeated the Norfolk Waves 60-38.

NAVY SLUGGERS will swing for All-Navy baseball crown in Aug when Coast Guard plays host at Cape May, N. J.





COMING UP—Golfers in the Navy will tee off for Navy title in August too. Com 6 will be host this year.

In the men's division, the Bainbridge Commodores, playing before a home crowd which packed Barney Hall to the rafters, had in their sights the All-Navy title. But, more than taking the coveted title, they wanted to be the first All-Navy winner ever to participate in a post-season collegiate hoop tourney. And their eyes were focused on the AAU cage tournament being held in Denver, Colorado, the following week. But now they had to hurdle ServLant.

ServLant had served notice of its prowess in the quarter-finals and semi-finals. The Whitehats quickly disposed of the Bluejackets of Great Lakes, 94-75 on the power of Sonny Tibbs and Jack Devine, both scoring 22 points. Then in a night battle that really upset the oddsmakers,

semi-finalists of SubPac were annihilated 104-65 as Tibbs and Dawson fired the loudest shots with 20 and 17 tallies. The ServLant five had shown no signs of having played two games in one day as they played a firehouse style of basketball that sent the Lakers and SubPac home to nurse their battle wounds.

In the finals a victory, looked easy at first, for the Bainbridge Commodores as they raced off to a fast start. It took the Whitehats of ServLant over 11 minutes to register their first field goal. By this time the flag carriers of the South Atlantic Region had manufactured a 26-3 advantage and many onlookers quickly predicted a romp for the Commodores. By halftime the margin was cut to 41-27. The second

half was to be a different story.

Shortly after intermission the smooth passing and accurate shooting of the Whitehats of ServLant brought them up to within four points of the winners.

But it wasn't enough. It seemed as though every time they looked up, the Commodores' forward, Howie Landa—smallest on the squad—was in the way. He paced the South Atlantic's representatives to the victory, popping 21 points through the nets.

Bob Kessler, probably the tourney's greatest rebound artist, added his talents to the daring antics of Landa. The jump-shooting of Jack Sherry and the smooth work of Bill Dodd and Hal Donald helped keep the Commodores out in front all through the game.

Sherry was second only to Landa in scoring with 18 points while Dodd had 12, Kessler 10 and Donald nine. Chuck Rolles, another giant in midget's clothing, dropped seven points in for good measure on top of playing a fine floor game.

For the losers Dawson collected 15 points to pace them while Tibbs notched 14. Devine had 13 and Cottrell had 10. Barnett scored only four points but played a great all-round game.

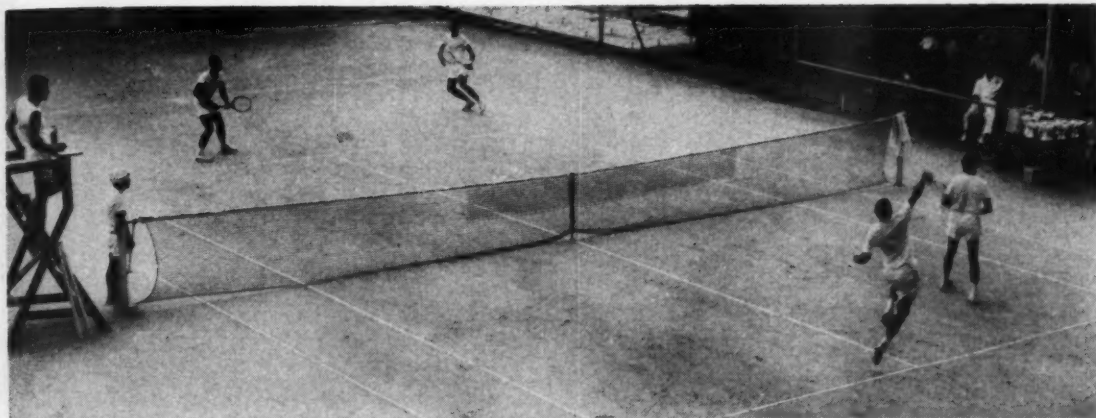
The NTC San Diego Waves, representing SouthPac, prevented a South Atlantic sweep by tumbling Norfolk Waves 60-38 in the finals of the Women's All-Navy classic. Maggie Cozard set the blistering attack of the Californians by firing 33 points through the nets and overshadowed the work of loser Betty Rush, who notched 20 points.

In the quarterfinals and semifinals

FLYING TO VICTORY—Howie Landa of the Bainbridge Commodores leaps for basket during All-Navy championship game with White Hats of ServLant.



ALL HANDS



COURTING A VICTORY—Racket wielders will keep the courts busy as they get in trim for championship matches.

of the women's division, games went to San Diego and Naval Security Station Washington at the expense of Norfolk and Alameda. It was a heartbreaking defeat, 50-42, that the Norfolk team suffered for they had led at half-time 28-24 and at the end of three quarters they were out front, 36-34.

Alameda was never in the battle against Washington and dropped out of the running via a 53-16 trampling.

Following the All-Navy finals, the Bainbridge Commodores, 20 point underdogs going into the AAU play-offs in Denver, Colorado, defeated a highly rated Lockyer Markets team from Long Beach, 75-63 in the opening round. The Commodores were knocked out of the tournament, however, by the powerful Wichita Vickers Oilers 102-69 in the second round.

Bowling

In bowling, it was the team from the South Atlantic region which swept all the top trophies in the men's division during the three-day tournament held 9-10-11 April at Treasure Island's Naval Station.

Although handicapped by a badly bruised right thumb, Lewis Nicolletta, HM1, topped all the other bowlers and returned to Guantanamo Bay with three trophies—two of them individual; the other a team trophy.

Because the spectator interest was so high around the alleys during the three nights you had to get there pretty early or else you were one of the ones standing three to four deep in the galleries behind the six rows of seats.

Nicolletta's individual trophies were for his singles performance in

five games which netted him 991 pins knocked down on an average of 198 points per game. In the all-events, which ran to 15 games, he again came out the winner chalking up 2916 points at the rate of 194 points each game. The team trophy came to the four-man South Atlantic Region squad for a total pinfall of 3587. In addition to Nicolletta, the men's winning team consisted of Jack Hubbard, ATC, Richard Pierzyna, AN, and Jesse Wilson, AMC.

Two of these men, Hubbard and Wilson, teamed up to take first place in doubles knocking down 1945 pins.

There were 48 bowlers who participated in the tournament—24 men and 24 women. Oddly enough—and probably shocking to the masculine members of the Navy—was the way

the "weaker" sex came to the fore. It must be admitted that, so far as trophy winning was concerned, the top bowler was Wave Dorothy L. Pennell, AC1, from North Island rolling for the South Pacific region.

In the women's division she took the singles with an 865 pinfall and all-events title by knocking over 2524 pins while helping to nail down a team trophy by decking 3121 pins. Then she teamed up with Joan C. Ragel, TE1 from NTS San Diego, to cop the doubles championship with 1555 pins. Others on the winning team included LT Dorothy J. Hendricks (NC) and Florence Rowe, MA2.

If the groans poured out by the crowd would help, South Pacific region's Warren E. Houk, IC1,

DOUBLE POW!—Two-title winner Ray Wharton connects one to the chin of Ray Sharabba in Navy title bout. He was also 119-lb Inter-Service champ.





MANY SEASONED OPPORTUNITIES—Navymen afloat and ashore have many chances to take part in various sports.

would most likely have come out a winner. He had about the toughest luck anyone could have and still claim they were in a tournament. His claim to fame was by way of picking up a total of 29 splits; 13 the first night, 11 the second and five on the third.

All-Navy Sports Coming Up

Other events in All-Navy sports which are upcoming include tennis, baseball, softball and golf.

Tennis will be handled by Com 11 who will be host to the visiting men this month during the week of the 12th. Decision as to who will participate will be determined by the outcome of regional contests slated to start a week earlier.

For the first time the Coast Guard will become host to an All-Navy tournament when they oversee the baseball playoffs at Cape May, N. J., starting 26 August.

CinClantFlt will be host to both the men's and women's softball events which will be held during the week of 2 September.

Aspiring golf enthusiasts will en-

vision the apparition of tee shots being slammed some 300 yards down the center of the fairway when they get together during the same week tennis will be taking place. Host for this All-Navy tournament, which will include a women's as well as a man's division, will be Com 6. It will be well worth winning this golf championship.

An invitation has been extended for the All-Navy golf champion to participate in the Bing Crosby National Pro-Amateur Golf Championship in January 1958. Also included will be a stag Calcutta party one evening, a Paisano dinner the next, and Victory clambake for the finish, with a host of entertainers. With all these events in store for the winner it will pay to sharpen up your golf game.

There's something about being a winner—whether it be All-Navy or any other sports program—that can shoot you right into the limelight. But win or lose, medal or no medal, Navy's sportsmen have earned the reputation for always making it a tough scrap.

—Tom Wholey, JOC, USN

Sunshine & Muscle Culture Club

During a seven-month cruise to WestPac, a handful of officers and enlisted men from the heavy cruiser *USS Toledo* (CA 133) didn't let battle stations and watches, or long days and nights at sea prevent them from getting their daily exercise.

Toledo's "Sunshine and Muscle Culture Club" met daily at 0530, in order not to have duty or drills interfere. Although only a small portion of the crew—10 to 15 regular members—were active in the club, remarkable results were accomplished.

One of the most active participants was "Pop" Record, BT1, who is more than 50 years old. Record, like fellow members of the hearty group, couldn't resist the daily meetings despite the dawn schedule. "After all," a spokesman for *Toledo's* S&MCC said, "health is more-better than wealth."

The daily exercises are conducted on *Toledo's* forecabin by LTJG Robert G. Donnelly, USN.

NAS Oceana Health Club

Personnel at NAS Oceana, Va., are literally "sweating it out" nowadays, and it's not because of the current heat wave.

For the past six months, all hands have been taking advantage of what NAS Oceana claims as the Navy's first and only Health Club.

Under the supervision of Chief J. Waering, USN, the club offers light exercises or a full scale workout, or just a steam bath and a rub-down. For those who desire to lose or gain weight, the club also maintains all of the necessary equipment.

Featured in the club are an exercise bike, rowing machine, vibrating

Schedule of All-Navy and Inter-Service Matches

New All-Navy Champs will be crowned in golf, tennis, baseball and softball during the month of August. Inter-Service meets in tennis and golf are also scheduled.

Here's a run-down of the month's events and where they will take place:

ALL-NAVY		
Tennis	12 August	Com 11, NTC San Diego
Golf*	12 August	Com 6, NAS Memphis, Tenn.
Baseball	19 August	USCG, Cape May, N.J.
Softball*	26 August	CinClantFlt, NavBase, Norfolk
INTER-SERVICE		
Tennis	20-24 Aug	Army, Washington, D.C.
Golf	21-24 Aug	Marines, Parris Island, S.C.

*All-Navy finals for women will also be held at the same time and place.

machine, sun lamp and steam baths, which can be followed with a hot shower and a rub-down.

In addition, there are all the tools of the trade available for those interested in weight lifting, wrestling, judo and boxing.

The Health Club is open daily, with one morning each week being reserved for dependents.

Skagit's Git-Up-and-Go

The attack cargo ship *uss Skagit* (AKA 105) may not have the only sports program afloat but with good participation boasts of having one of the most active.

Since initiating an organized sports program last October, teams from every division on the ship have been active in softball, basketball, bowling, boxing, tennis, golf and swimming in their intra-ship rivalry. *Skagit* also fields "varsity" teams which compete with other ships and stations.

In charge of *Skagit's* sports program is Jack Corb, QMC, usn. He thinks that the program's original goal—that of improving discipline, morale, and physical conditioning through widespread participation in organized athletics—has been successfully achieved.

"We have men coming to us every time we're in port to reserve gyms or athletic areas so that they can participate in sports," Corb said. "This in itself seems to show that our original purpose has been successful."

Vacation in Volcano

Have you ever thought of spending a few days' leave or even a week or two within the crater of one of the world's most active volcanoes?

The opportunity is available to Navymen and their dependents stationed or on leave in the Hawaiian Islands.

Kilauea Military Camp (better known as "KMC") is the place. It's a rest and relaxation camp for all members of the armed forces and their dependents. KMC is located within the Kilauea Crater of the famed Moana Loa volcano on the Island of Hawaii, which is about 200 miles south of Honolulu.

You get to KMC by a military transport plane, Navy LST or commercial airliner. Married men and their dependents go by LST, while the single men and women travel by MATS. If you have a car you may take it to the camp site with you aboard the LST.

Even before you arrive at KMC you'll notice a change in the climate. The invigorating mountain freshness at the 4000-foot level is a great deal cooler than the sub-tropic conditions found in the Honolulu area.

Accommodations include private rustic cabins complete with fireplaces, motel-type apartments, or a bunk in the big "Hall of Flags" barracks.

Although KMC has all the usual service facilities for the convenience of guests, it has none of the familiar military restrictions. Guests wear casual civilian clothes and the only

schedules to be followed are cafeteria hours—and with the fare offered at KMC, few are inclined to miss these schedules.

There are recreational opportunities galore. They include daily bus tours to the different points of interest. Miles of hiking or horseback trails surround the camp area. Picnics are scheduled often, or you can make your own plans and come and go as you like. If you take your car to KMC, there's the whole island, the biggest and most colorful of the Hawaiian chain, to explore.

Among the facilities offered at KMC are several lounges with all types of recreation equipment, a nursery, library, chapel, theater, dispensary and exchange facilities including a snack bar, gasoline station, barber shop and laundry. There are bicycles for rent and horses for hire. Along the sporting lines, there are the Volcano Golf Course, plenty of good fishing, and hunting.

If your ship is home-ported at Pearl Harbor, or if you are based ashore at one of the many Navy and Marine Corps installations in the Hawaiian Islands, or even have the opportunity to go there on leave, you'll miss a chance of a lifetime if you don't go to KMC.

Reservations and transportation arrangements are made through the 14th Naval District Special Services Office.

If you're like most of the visitors to the Kilauea Military Camp, you'll be looking forward to a return visit even before you depart.



BOUND FOR THE BEACH—Whitehats show full liberty form as they leap from boat to shore in a foreign port. Right: Schatz brothers enjoying life in the Orient as stone statue of Buddha looks on.



AUGUST 1957

TODAY'S NAVY

Fremont's Crew Gets Around

"Join the Navy and see the world."

This recruiting slogan of yesterday still has meaning in today's nucleonic-supersonic Navy.

Evidence of this is *uss Fremont* (APA 44) and other units of Trans-PhibRon Four which recently completed a five-month tour of the Med.

The amphibious bluejackets and leathernecks took advantage of the "packaged tour" and played the role of tourist to the hilt. The Gatomen are still talking about the thrill and excitement of the bull fights in Malaga, Spain; the tours of Rome and the opera in Italy and the ruins of the Acropolis in Athens.

The first insight into Middle Eastern culture was provided at Izmir, Turkey, while Patras, Greece, offered tours to the site of the first Olympic Games. Genoa, Italy, offered a wel-

come change to big city life with its unlimited opportunities for shopping; and LaSpezia, Italy, had its picturesque harbor and modern apartment buildings despite the smallness of the town. The island of Rhodes offered privacy, lovely surroundings and Moorish architecture.

Of course, it wasn't all play during the cruise. There was plenty of hard work, too. Amphibious landings were made with the Second Battalion of the Sixth Marines on the islands of Sardinia and Crete, and on the Gallipoli Peninsula at the Strait of Dardanelles. Gunnery exercises and all other types of shipboard drills were held continually during the five-month cruise.

Fremont was among the units of the Sixth Fleet which made an appearance off the Sinai Peninsula when hostilities broke out there, and again when trouble seemed imminent in the kingdom of Jordan.

Musical Plankowner

When Chief George A. Guliksen, MUC, USN, retired on 39 in July, he left only one other plank owner of the original U. S. Navy Band on board. That is CDR Charles Brendler, USN, present conductor of the band which was officially organized by President Coolidge in 1925. Gully had spent 37 of his 39 years of active duty traveling with the Navy Band in and out of Washington.

Chief Gulliksen, who plays both violin and clarinet by ear, hasn't performed with the band since 1939. His duties since that time have been as custodian of the band's music library. In this respect, Gully's accomplishments have been the cause of considerable wonderment on the part of the younger, more flighty band members.

"We have more than 10,000 numbers in the music library," they say,

Donations for Memorial Stadium by Navymen, Marines Pass Half-Million Mark

The fund-raising drive to build the Navy-Marine Corps Memorial Stadium in Annapolis, Md., is moving along at quite a clip.

As of 1 July donations had passed the half-million mark, reaching \$500,357. To help reach that figure, retired enlisted men, contributing on an individual basis, have kicked in more than \$10,000, enlisted and officer Reservists (who've done a fine job of soliciting funds from friends of the Navy) have turned in \$23,000, and graduates of the Naval Academy have individually contributed \$124,000. Large group donations have come in from Navymen and Marines in units ashore and afloat.

Some units are turning the drive into a real competitive effort, and one of the keenest competitions is the rivalry between the Atlantic and Pacific Fleets. So far, the Pacific Fleet is leading in a neck-and-neck race with donations totaling \$53,900, but Atlantic is close with \$53,179.



Stadium will honor Navymen and Marines.

Goal of the drive is \$2,100,000. The construction of the stadium, which will serve as a joint memorial for men of the Navy and Marine Corps, is estimated to cost over \$3,000,000, of which a million dollars has already been set aside by the USNA Athletic Association.

Small ships and units are putting on a big effort too. For instance, ServPac's Ship Repair Facility at Subic, P. I., with only 16 U. S. citizens among its personnel, staged a minstrel show which raised \$450 for the drive. SubPac's *uss Nereus* (AS 17) also has contributed \$1537, and the military units of the Severn River Naval Command at Annapolis have dug deep to turn in \$10,770. Incidentally, little SRNC is leading all the Naval Districts in contributions with a figure of \$39,990.

The drive will roll on until the goal is reached. Pledges will be taken through April 1959.

Here's how the campaign shaped up in the 1 July breakdown of donations made by forces within the Fleets and the new leaders in various categories which were not reported in the last issue of ALL HANDS (figures for the Naval Districts include donations from the public, as well as those from shore activities):

AirLant	\$11,872	SubLant	4453	First Marine Brigade	1900	5th ND	12,539
PhibLant	1481	uss Ray (SSR 271)	153	MinPac	1520	6th ND	8389
uss Pecono (AGC 16)	424	MSTS	4631	ServPac	3178	8th ND	2944
uss Chilton (APA 38)	354	AirPac	18,031	uss Locator (YAGR 6)	151	9th ND	20,385
BatCruLant	6783	PhibPac	2070	SRF Subic	450	10th ND	3059
DesLant	14,392	uss Carter Hall (LSD 3)	182	SubPac	10,207	11th ND	5927
uss Gatling (IDD 671)	1006	uss Henrico (APA 45)	139	uss Pamodon (SS 486)	281	12th ND	6363
FMFLant	4118			uss Wahoo (SS 565)	255	13th ND	1282
Force Troops	1815	CruDesPac	10,140			14th ND	4010
MinLant	498	uss Los Angeles (CA 135)	337	NAVAL DISTRICTS—		15th ND	88
ServLant	5820	uss Spangler (DE 696)	400	1st ND	6104	17th ND	100
MCB 4	200			3rd ND	20,768	SRNC	39,990
uss Nipmuc (ATF 157)	83	FMFPac	5267	4th ND	37,335	PRNC	6988

"and Gully could recite the catalog number and hum eight bars from the chorus of practically any one of them."

His memory has served the band well in other respects. Having traveled all the 48 states and spent time in nearly every American city with the band, he was a "walking road map, restaurant and hotel directory and sight-seeing guide rolled into one."

4.0 Crew

Crew members of *uss Mount McKinley* (AGC 7) rated a 4.0 in conduct while on liberty during the amphibious force flagship's five-month tour of duty with the Sixth Fleet in the Mediterranean.

Individual members of the *McKinley* crew went ashore more than 10,250 times during 60 days of liberty in 10 different foreign ports. During this time not a single case of misconduct was reported.

Mount McKinley returned to Norfolk in late June. Since departing from the states in January she has visited Gibraltar; Malaga, Spain; Genoa, Bari and La Spezia, Italy; Athens, Patras and Rhodes, Greece; Izmir, Turkey; and Beirut, Lebanon.

Shutterbug Crew

uss Forrestal (CVA 59) must hold some sort of record by having 2206 registered cameras aboard.

During a four-month operating period in the Mediterranean, crew members, in using these cameras, went through 7192 rolls of motion picture film, 11,804 rolls of 35-mm. film and 400 rolls of 120 film.

One of the chief attractions of shutterbugs during this time was the arrival on board of His Highness Prince Ranier, Princess Grace and Princess Antoinette of Monaco who viewed an aerial demonstration aboard the carrier.

Annual Arctic Resupply

More than 90 ships of the Atlantic and Pacific Fleet Amphibious and Service Forces are currently operating in the frigid waters of the Arctic where they are resupplying Air Force bases and remote radar outposts.

A 50-ship armada from the East Coast is supplying the northeastern Canada, Labrador and Greenland installations while a fleet of 46 ships is restocking the Northern Pacific outposts with food and equipment.

NAVYMEN AND WOMEN from NTC San Diego are making sports history.

Seaman Milt Campbell the 1956 Olympic decathlon champ, has tied the record of 13.4 in the 120-yard high hurdles. That mark was set a year ago by LTJG Jack Davis, who was recently released to inactive duty. During the eastern indoor track season, Campbell also smashed the seven-second barrier in the 60-yard hurdles event.

The world's greatest all-around track star was the headline attraction in the Hawaiian AAU Invitational Olympic Fund Benefit Track and Field Meet. He won two events, tied for first in another and anchored a winning relay team to lead the Navy team to the championship.

Teaming up with Campbell in the Hawaiian Track Meet was Jerry Prewitt, SN, who took the 220-yard dash in 22.5; Benny Garcia, SN, who broke the Hawaiian AAU javelin record with a throw of 229 feet; (Garcia hurled the spear 247 feet in the finals but stepped beyond the restraining line and had his throw nullified) and Seaman Murray Keatinge, winner of the mile run. He was clocked at 4:30.

Another record setter in the Hawaiian Meet was Seaman Dick Foerster, a former NTC trackman now running under ComSubPac's banner. He won the 880-yard run in 1:52.7, breaking the old mark of 1:58.7.

★ ★ ★

NTC San Diego also boasts another true champion, although not a world record holder nor an Olympic star (yet). She's Personnel Man First Class Margaret Cozad, usn—"the Navy's outstanding woman athlete." Mag, as she is tabbed by her many friends, has won more than 60 plaques,

trophies and cups for her outstanding achievements in the world of sports.

She was chosen "Miss Softball of 1954" at the American Softball Association's Women's World Softball Tournament. This versatile Wave also copped the 11th Naval District Tennis Championship in both singles and doubles competition in 1955 and again in 1956. As a badminton star, Mag won three straight 12th Naval District singles and doubles titles and since being transferred to San Diego, has won the 11th ND championship for the past two years.

As a golfer, PN1 Cozad won the Western Women's All-Navy Crown in 1956, as well as numerous awards in the Southern California area. Mag was a member of the San



Diego NTC Waves basketball team that won the All-Navy title this past season and was also instrumental in helping the Waves win the 11 ND bowling and volleyball titles. In her only year in competitive swimming, she set a backstroke mark at San Diego's Navy Field which still stands as a pool record.

Speaking of sports at NTC San Diego, here's a bit which was overheard in a recruit cheering section at a recent baseball game, "Hey, Maggio, hit it over the bulkhead."—H. G. Baker, JOC, usn.

THE BULLETIN BOARD

Performance Evaluation Sheets Play Big Role in Advancement

THE MARKS YOU RECEIVE on your Enlisted Performance Evaluation Sheet are becoming more and more important. Beginning with the August 1957 service-wide examinations, these marks will determine your performance factor in the final multiple.

It is now possible to attain a final multiple of 180. Highest possible total for performance will be 50 points. Maximum credit for other multiple factors are: examination score, 0-80; total active service, 20; service in pay grade, 20; and awards, 10.

These and other pertinent facts are contained in BuPers Inst. 1430.7C which consolidates all of the latest information regarding advancement in rating of enlisted personnel. It applies to the men and women of the Navy and Naval Reserve on active duty; Fleet Reserve and retired men on active duty; temporary warrant and commissioned officers, USN and USNR, who are on active duty and whose permanent status is enlisted; and enlisted personnel on active duty in the TAR program.

Here's a summary of the main points of the instruction:

- **Advancement Quotas**—Advancement to petty officer pay grades is the result of service-wide examinations. If you meet all eligibility requirements and pass, you will be advanced in accordance with the needs of the service. Where there is a continuing need for additional petty officers in certain rates, all passing the examinations will be advanced. Where the need is smaller, necessity calls for the Chief of Naval Personnel to limit advancements by imposing "advancement quotas." Where quotas are placed, advancements are made in accordance with final multiple. In the case of advancement within quotas, only those who took part in the most recent service-wide examinations for that rate will be considered.

Advancements to pay grades E-4 through E-7 may be subject to quota control in some ratings and pay grades. These quotas will be administered on a service-wide basis. The size of quotas ties in with the maximum



"You and your darn pride."

imum number of additional petty officers that can be supported and the authorized enlisted strength of the Navy. These quotas will be administered through the Commanding Officer, U. S. Naval Examining Center, for pay grades E-4, E-5 and E-6 and by the Chief of Naval Personnel for pay grade E-7.

- **Temporary Officers**—For advancement of temporary officers in their enlisted status, quotas, are unlimited. (But temporary commissioned and warrant officers whose permanent status is enlisted, in pay grade E-6, must fulfill time-in-pay-grade requirements before being advanced to E-7. Time served in officer status and enlisted status may be combined. Eligibility in these cases is waived with the exception of the requirement for completing specified time in service and, naturally, being recommended for advancement.)

All-Navy Cartoon Contest
Neil F. O'Connor, ENS, USN



"Thanks Coach, but I took a shower before the game!"

- **Eligibility Date**—Advancements to E-4 through E-7 of personnel on active duty (including TARs) is effective on the date set in the notifying letter. But in order to be advanced, you must be or have been eligible on the last eligibility date specified for the examination you took.

Definition of the "terminal eligibility date" (that is, the last date by which you must have completed time-in-grade requirements) is the 16th day of the third month following the month in which examinations are held. In other words, 16 May is the terminal eligibility date for the February examinations, 16 August for the May examinations, 16 November for the August examinations, and 16 February for exams in November.

- **Examination Dates**—Examinations will be held in February, May, August, and November of each year. The February exams are for advancement to E-4 through E-7 of all ratings. Those held in May and November are for advancement to certain E-4 rates only. The August exams will be for advancement to all E-4, E-5, and E-6 ratings.

Breaking this down to get as close to the exact date as possible, the normal schedule for examinations is the first Tuesday in February for E-7; first Thursday in February, May, August and November for E-4; second Tuesday in February and August for E-5; and second Thursday in February and August for E-6.

- **Continuous Service Requirements**—In computing total naval service and time in pay grade for credit on final multiple, continuous service is not required. Time served before broken service is counted in all computations for advancement multiple credit. If, for any reason, you had the misfortune to be busted, service before being reduced in rating also counts toward final multiple credit. It should be noted that continuous service is required in determining eligibility and also, that for eligibility, service in pay grade before a reduction cannot be counted.

• Effects of Disciplinary Status—

Where do you stand if you have been in a disciplinary status? You may still be rated if you are in a duty status on the effective advancement date or will be before the limiting date stated in the advancement letter; also if you are still eligible in all respects and your recommendation for advancement has not been withdrawn; and when your disciplinary status is resolved.

For purposes of eligibility for advancement, disciplinary status starts when information is received that you may have committed an offense. It ends when it is determined that charges will not be pressed, upon acquittal, upon completion of any sentence imposed, or when placed on probation. But it's still up to your commanding officer to decide whether or not the offense is a single isolated occurrence or warrants withdrawing the recommendation for advancement.

• **Advancement after Broken Service**—If you are included within the quota for advancement to E-4 through E-7 but your advancement had not been effected at time of discharge, and if you reenlisted on board your permanent duty station after the date set in the letter for advancement, your effective date of advancement would be the date of your reenlistment.

For USN personnel included in the quota who are discharged before the effective date of advancement and whose intentions are to reenlist under continuous service conditions other than within 24 hours, advancement cannot be made on the basis of the original advancement letter. If you wind up in this category, send a request to the Chief of Naval Personnel (Pers-B223) via the commanding officer or officer in charge of the activity where you are reenlisting. The Chief of Naval Personnel will verify the advancement by speedletter or message, directing that you be reenlisted in the higher pay grade if you reenlist *after* the original effective date of advancement.

If you are discharged and stay out more than 24 hours but decide to reenlist *before* the original effective date of advancement, you should take the same steps of forwarding a request. Naturally, in this case, you will be reenlisted in the same pay

WAY BACK WHEN

Life in the Mississippi Squadron

Safeguarding the Navyman's health has long been a part of the Navy's tradition of "taking care of its own." However, in the light of present-day standards, the health precautions of 95 years ago would sound pretty quaint to a modern sailor.

For example, here is General Order Number Nine, issued to the Mississippi Squadron during the Civil War:

Cairo, Ill., October 20, 1862

Owing to the unusual number of sick in this squadron, it becomes imperative to adopt some sanitary measures to endeavor to bring about an improvement in the health of the crews.

• Hereafter breakfast will be served to the men on their turning out in the morning and before washing decks.

• The crews are to be examined at morning and evening quarters; to see if they are comfortably clad and have their under flannels on.

• Boats are not allowed to leave the vessels in hot weather without awnings, and boat keepers are required to keep the awnings spread alongside.

• In ironclads, where the sun cannot get to the decks, drying stoves must be freely used.

• Commanders will, when practicable, give the crews fresh meat and vegetables three times a week.



• The men will not be permitted to sleep in the open air, or where night dews can affect them, but will be piped down at 8 p. m. in winter and at 9 in summer.

• Every means must be adopted to keep the men healthy, and although it is very desirable to have clean ships commanding officers will do well not to wet the decks too often; the comfort and health of the men must be the first thing to be looked after.

David D. Porter,
Acting Rear Admiral,
Commanding Mississippi Squadron

grade in which you were discharged. The Bureau speedletter will provide for advancement on the original effective date.

• **Permanent CPO Appointments**—Article C-7209 of the *BuPers Manual* supplies all the information necessary for issuing permanent appointments to E-7s. If you complete three years as an E-7 acting appointment and are recommended by your commanding officer, the Chief of Naval Personnel will issue the permanent appointment.

The same article applies to those acting appointment E-7s who are retiring or transferring to the Fleet Reserve. In cases like these, provided you are recommended for permanent appointment, the time requirement is at least 12 months' satisfactory service. In order to insure that your permanent appointment may be issued on your release to inactive duty, this recommendation should reach the Chief of Naval Personnel three months before the

anticipated release date.

• **Performance Multiples**—Evaluations made under the Enlisted Performance Evaluation System determine the performance factor for a particular examination. The evaluations must be in your present pay grade and cover the required service for advancement before the eligibility cut-off date.

Time required in different grades before the cut-off date is: E-3 to E-4, 6 months; E-4 to E-5, 12 months; E-5 to E-6, 12 months; E-6 to E-7, 36 months.

Before 1 Jul 1959 (in the case of examinations from E-6 to E-7) all evaluations made on or after 1 Jul 1956 will be used. After 1 Jul 1959, those made in the 36 months immediately before the terminal eligibility date for the particular examination will be used.

If, as could happen, you were advanced to E-4 and an evaluation sheet was due and made out on that date, this evaluation would not be

THE BULLETIN BOARD

used in computing your performance factor for advancement to E-5 because you would be receiving marks for performance as an E-3. In this case only marks received after that date and marked on your qualities as an E-4 would be used.

• **Examination Score**—The most important factor remains the same, however. No matter how high a final multiple you have, you must pass the examination in order to be advanced.

Award Multiples

Following is a table listing the multiple for Navy awards.

Credit for each award, to the maximum of 10.00 allowed, may be claimed toward the multiple as follows:

Medal of Honor	6.00
Navy Cross	5.00
Distinguished Service Cross (Army), Distinguished Service Medal, Silver Star Medal, Legion of Merit, Distinguished Flying Cross	4.00
Navy and Marine Corps Medal, Soldier's Medal (Army), Bronze Star Medal, Air Medal, Gold Life Saving Medal, Silver Life Saving Medal, Commendation Ribbon	3.00
Letter of Commendation without authority to wear Commendation Ribbon (addressed personally to individual from the President, Secretary of Defense, Secretary of the Navy, or Chief of Naval Operations), Purple Heart, Navy Good Conduct Medal or clasp earned	2.00
Presidential Unit Citation (only if entitled to wear with star), Navy Unit Commendation, Distinguished Unit Badge (Army)	1.00

All-Navy Cartoon Contest
Theodore R. Fabre, PN3, USN



"Mulligan is checking the files for that letter, chief . . ."

NOW HERE'S THIS



Key Man

Otis J. Ives, DC2, USN, fills a mighty important billet in USS *Saratoga* (CVA 60). As a matter of fact, he's the key man for the whole ship, and since Sara is the largest warship in the world, that's quite an assignment.

Ives took over his present job the day *Saratoga* was commissioned, which was when LCDR Eugene Cash, Damage Control Officer, handed him the ship's keys and appointed him Sara's locksmith.

Since then, Ives has worked long and hard at his trade. During his liberty hours, while *Saratoga* was at the Brooklyn Navy Yard for overhaul, he even worked without pay for a New York locksmith in order to learn more about the business. And, on board ship he's always on the go, periodically repairing or replacing locks on more than 1500 doors, making new keys to replace the 60 or so which are lost or broken every day, and keeping nearly 1000 safes in good working order.

Despite all the work involved, Ives likes locks.

Now then, what does he think of bagels?

Navymen Selected for OCS, LDO and WO Programs

Approximately 1100 Navymen have been selected as candidates for appointment to the rank of ensign or warrant officer (W-1) through the Integration, LDO and WO programs.

In the Integration Program 227 selectees are currently attending a 16-week course of instruction at the Officers' Candidate School, Newport, R. I. Upon successful completion of this course, these enlisted men and warrant officers will be commissioned ensign in the Regular Navy.

On 2 July, 631 temporary officers and enlisted men of the Regular Navy were commissioned ensign, USN, for Limited Duty Only. Because of the large number of LDOs selected, they will report to Newport for officer indoctrination in three groups. The first, from 29 Jul to 13 Sep; the second, 16 Sep—1 Nov; and the third, from 4 Nov to 20 Dec.

Selected for promotion to the grade of Warrant Officer, W-1, were 238 chief and first class petty officers. They will be appointed as vacancies occur during the next ('58) Fiscal Year.

Historical Photos of Marine Corps Activities Needed

The Marine Corps wants historical photographs showing activities of Marines before World War II.

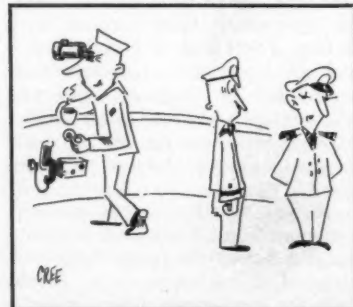
These photographs, which will be accepted on a donation or loan basis, will be used by the Historical Archives of the Marine Corps and perhaps for future publication.

The Corps is particularly interested in photographs taken in France 1917-18, Haiti 1915-32, Santo Domingo 1916-24, Cuba 1898-1910, the Philippines 1898-1902, Nicaragua in 1927-32, China 1900-1901, Panama before the construction of the Canal and maneuvers in the United States or the Caribbean during the 1920s and 1930s.

Photos should be addressed to: Commandant of the Marine Corps (Code AO3D), Headquarters, U. S. Marine Corps, Washington 25, D. C.

Photographs received on a loan basis will be returned to their owners as soon as they can be copied.

All-Navy Cartoon Contest
William E. Cree, SO2, USN



"How long has that man been standing lookout watches???"

Report on Living in Lisbon, Portugal, for the Navy Family

WITHIN RECENT MONTHS we've given you the latest word on living conditions in such spots as Paris and London. Here's a report on Portugal in general and Lisbon in particular. If you are scheduled for duty there it means assignment to an interesting part of the world and an opportunity to work with friendly people with a long seafaring tradition.

Climate. Marked seasonal and regional variations within temperate limits characterize the Portuguese climate. The greatest local variations occur in rainfall. Moisture-laden Atlantic winds bring 50 to 60 inches of rain annually at Oporto, 22 to 30 inches at Lisbon and approximately 20 inches at Faro in the south. In Central and South Portugal the rain is concentrated in the winter months and the long summers are dry and hot.

The climate in Lisbon is temperate winter and summer alike, owing to the Atlantic Ocean. Normally, three months of damp and stormy weather (December - February) make up the winter, in which frost is rare and snow almost unknown. From May to September short spells of hot weather alternate with days on which a cool strong NW wind blows. Even in midsummer the nights are almost always cool and one sleeps under a blanket.

Government Quarters. No U. S. Government quarters are available. Military personnel receive, in addition to their normal base pay, allowances and rental allowance, a special per diem station allowance as follows: \$3.85 for married officers; \$1.20 for single officers; \$2.30 for married enlisted men; \$1.00 for single enlisted men.

Housing. The decision whether to live in Lisbon or in the Estoril region is an important factor in determining the type of residence available. Lisbon's residential facilities consist primarily of apartments. Suitable houses with gardens are extremely difficult to find. On the other hand, Estoril is made up largely of villas with very few apartments available.

In the modern and more healthful section of Lisbon, there are many new unfurnished apartments, rang-

ing from \$50 to \$100 per month for single apartments and from \$75 to \$150 per month for family apartments. The rentals do not include utilities. Moreover, apartments lack a number of facilities one would ordinarily expect, making it necessary to buy light fixtures, hot water heaters, cook stoves and refrigerators, closets and heaters. In most cases, the new apartments have adequate bathroom facilities but in a few instances the tenant is expected to supply a bathtub.

Furnished apartments are available but require more time to find, owing to a limited choice of suitable apartments with good furnishings. The landlord occasionally supplies

silver and usually (not always) furnishes linen, china and glassware. The rentals for furnished apartments usually run about 40 to 100 per cent more than the cost of unfurnished ones. Refrigerators are not always furnished.

If you should be fortunate enough to find a suitable house of reasonable size in Lisbon, the rent would amount to about \$70 unfurnished and around \$100 furnished at a minimum. Rentals for furnished houses average from \$100 to \$200 per month. The number of unfurnished houses in Estoril is smaller; as a result, a suitable place generally requires considerable search. These rentals may range from near

Do-It-Yourself Ship's Store Is Big Success

The operation of a ship's store, taken for granted by the crews of the Navy's larger ships, has been made a practical reality for our small ships such as minesweepers and PCEs.

Thanks to the new simplified ship's store procedures for small ships, contained in *BuSanda Manual* (Volume VIII), and a supplementary do-it-yourself kit being furnished by the Navy Ship's Store Office, over 130 small ships are now operating ship's stores for the convenience and comfort of over 5000 men.

The new simplified setup eliminates a good part of the paperwork and bookkeeping now required of larger ships and formerly required for the operation of all ship's stores.

It is now practicable for a line officer whose primary duties require most of his attention elsewhere to run an efficient store. The material furnished by the Navy Ship's Store Office contains prepared file folders, store operating orders and a set of vending machine "trouble-

shooting wheels."

A basic list of merchandise provides for the day to day needs of the men at sea, including cigarettes, shaving supplies, toiletries, candy, stationery, and other items.

The Navy Ship's Store Office assists the ship's assigned line officer in setting up his store, and performs such other tasks as reviewing inventory levels and providing continuous technical advice and assistance as required.

Before being made available to all ships without Supply Corps officers the new plan was tried out in a 90-day test on a half dozen ships, three of which had operated under the old procedures. One of the test ships, *USS Dominant* (MSO 431) converted a pint-sized foul weather gear locker into a ship's store.

The convenience to the crew of being able to purchase its everyday personal needs at sea is not the only advantage offered for the store since it is also a source of funds for a shipboard recreation program.



\$70 to about \$150 per month.

Pensions (boarding houses) are available in Lisbon and Estoril. Good pensions with a reasonable variety of food can be found at a cost of \$85 to \$100 per month.

Furnishings. Practically all types of furnishings are available locally, but the prices for new items of good quality are high. By making frequent visits to antique and second-hand shops, it is sometimes possible to find good quality furniture which is usually more reasonable and durable than new items made locally.

The following are items you might consider bringing to Portugal: refrigerator; cook-stove; linen and bedding, including inexpensive sheets, pillow cases and towels for use of servants; good beds, because the springs and mattresses made locally may be uncomfortable; portable closets, since most houses do not contain any; screening for windows, if applicable; a good selection of baby furnishings including crib, bathinette and play-pen, if applicable; bathroom fixtures, including medicine cabinet, towel racks and soap dishes; silver, dishes, glassware, a hand-operated ice-cream freezer, kitchenware and supplies; (utensils, cutlery, ovenware, mixing bowls, refrigerator dishes, oil cloth, plastic table mats, bowl covers, scouring pads, dish towels and soap powder. Metal kitchenware is preferable to glassware as kitchen sinks, work tables and kitchen floors are either marble, tile or concrete.

In addition to the above listed items, bring any furniture that you might consider useful. Your furniture may be affected by the Portuguese climate, however. Because of the dampness in winter, furniture

He Talks Their Way Into the Navy

Jerry G. Arlaud, AA, USN, likes the Navy, and he's not a bit bashful about telling people so. Because of that, the Navy has gained five recruits. Here's how it all happened.

In January 1957, while Jerry was home on recruit leave and proudly displaying his uniform, he dropped in at the Navy Recruiting Sub-Station, Des Moines, Iowa, and volunteered his services to the Petty Officer in Charge, offering to assist with recruiting in any way possible. Result: Before his leave was up he had talked three men into enlisting immediately.

Later, while on leave from Helicopter Attack Squadron Six at NAS North Island, San Diego, Calif., he returned to Des Moines and again showed up at the recruiting station. This time he talked two more men into joining up immediately.

In addition to the five recruits he influenced directly, Jerry also performed a valuable service by assisting the recruiter in his talks with other young men of enlistment age. As a result, the recruiters have suggested that Jerry be given a commendation.

It's easy to see why—when you consider the fact that about 35 per cent of the new men who join the Navy do so because of talks with Navy men or ex-Navy men.

may be attacked by mold.

Utilities. City gas, which is expensive but considered less so than electricity, is used for cooking and for heating water. Unfurnished apartments are not equipped with cook stoves or heaters. It is recommended that a gas range with jets adjustable to manufactured and bottled gas be purchased in the United States. As for the heater, it is believed that since gas lines and plumbing are installed for a "geyser" type system, it is probably preferable to buy one locally.

The houses in Estoril are usually equipped with a coal-and-wood-burning range, which is useful for cooking and heating water.

Coal is imported and costs approximately \$40 a ton. It is the

fuel used for heating in both Lisbon and Estoril. Lisbon houses sometimes have fireplaces and seldom central heating, but in apartment buildings each apartment generally has its individual central heating unit. In the majority of cases, neither method supplies sufficient heat. As a result, you may want to use portable electric or kerosene heaters. Either type of heater should be purchased in the States as they are expensive in Portugal. If the need cannot be anticipated, heaters may be purchased later from a mail order firm in the United States.

Telephone service is sometimes difficult to obtain. The best method is to rent a house or apartment which already has a telephone.

The diversity of electricity has long been a problem in Lisbon. Depending on the section of the city, 110 AC, 220 AC and 220 DC are used. If your refrigerator is 110 AC, it can be used with a transformer. (An electric shop should be consulted to determine a suitable type of transformer.)

City water is fairly expensive.

Shipping and Packing. Strong packing and secure wrapping should be used on all household goods to be shipped. Automobiles may be shipped boxed or unboxed. There are no special restrictions on the size of cartons or lift vans. Commercial storage facilities in Lisbon are expensive.

Sanitation and Health Controls. In the better residential districts, the general level of sanitation is considered good. In other districts, especially older sections of the city, living conditions are crowded and the general level of sanitation poor.

As in many similar places abroad,



"By Georcel This pen does write under water!"

All-Navy Cartoon Contest
Neil F. O'Connor, ENS, USN



"Say, Ed, isn't that your fitness report?"

foreigners are subjected to stomach and intestinal upsets of short duration. There have been no serious epidemics of any kind in the past few years. However, the following contagious diseases are usually present to some degree in Lisbon: meningitis, occasionally scattered cases; tuberculosis, very prevalent; typhoid, always several cases but seldom attains epidemic proportions. In addition there is always a possibility of contracting undulant fever or one or another form of dysentery in this region.

The common cold and mild forms of influenza are fairly prevalent and some people, susceptible to attacks of sinus trouble, are bothered by the dampness.

Children's diseases should be guarded against. Caution should be exercised in selecting maids or nurses because of the prevalence of tuberculosis. Cooks and maids should also be checked to be sure that they are using hot water and soap for washing dishes and utensils. Milk is generally unsafe (unless boiled) because bovine tuberculosis, although much reduced, still exists in the country. Water, if freshly drawn from the tap, is considered reasonably safe. The use of bottled water is recommended in restaurants, hotels and home. A milk pasteurizer is recommended for families with small children, however, powdered milk is usually available at the Embassy Cooperative.

Customs Duties. Under the terms of the bilateral agreement between Portugal and the United States, free entry of automobiles is granted to officers and enlisted men. Entry of the automobile is accomplished by the Embassy Administrative Office through the MAAG Administrative Officer.

Pets are not subject to quarantine, but dogs must have a vaccination certificate against rabies, and cats should have a certificate of good health.

Currency Regulations. There are no limitations on bringing dollars and travelers' checks into Portugal. For making dollar payments in the United States or elsewhere, however, it is advisable to maintain a checking account with a bank in the United States. The escudo is the national currency unit of the

WHAT'S IN A NAME

A Ship's Motions

If seasickness has ever made you wish you were a landlubber, then when you're at sea the next time and the Beaufort scale



reading is in the neighborhood of nine; and when the idea of chow leaves you cold and your shipmate tells you, "it's all in your head," here are a few thoughts which might take your mind off the subject — on the other hand they might not.

There are several ship's motions which contribute to the way you feel. Undoubtedly you've been at the gedunk swapping sea stories and heard some of the men swear that their "bucket rolls even in dry-dock." This may be an exaggeration, but rolling—the side-to-side motion of a ship—is so constant in some ships, that it seems never to stop. (The degree to which a ship may roll and still right itself is determined by

each ship's own characteristics in addition to many other factors).

The pitch of a ship can get you down or give you a lift if you let it. Under extreme sea conditions in the case of lighter ships such as destroyers, the bow may rise out of the water only to come down with a smack which will rattle your teeth. On the downward half of a cycle, the stern may rise out of the water to the point where the screws will be exposed and the boys in the after compartments will have to strap themselves into their bunks.

Unless you stand steersman watches, the yaw won't be of much concern to you. This motion is a result of a fast-quartering sea which, when overtaking your ship, will throw it off course, but in passing will tend to pull it back.

More of a state of being than a motion, a ship is said to list when it leans to one side and stays there. For example, through some mechanical deficiency, oil is used from fuel tanks on the port side only. The ship then takes on a starboard list, a situation which could prove hazardous in heavy seas. One way to rectify the situation would be to pump water into the port tanks.

A ship's heave, surge and sway are less perceptible motions and therefore probably won't add to your queasiness. Just for the record, though, surge is a backward and forward movement, sway is a sideward displacement, and heave is an up and down bobbing. These motions are found when moored.

country. Normal exchange is 28.60 escudos to \$1.00.

Miscellaneous Supplies. Toiletries, cosmetics, household needs and medicines are available but they are expensive. Most persons find it preferable to bring these items with them and to order new supplies from time to time from the States. Baby supplies, such as oil, powder, bottles, sterilizers, and so forth, should be brought.

Food. Food is available in ample variety and quantity. Leafy green and yellow vegetables are abundant during the summer season and are usually available in more restricted selections during other months of the year. Prices are reasonable during the season but are high during off season. Oranges, lemons, bananas and pineapples are usually available throughout the year, while pears,

peaches, apricots, grapes, strawberries, plums, figs and apples are plentiful for about three to six months of the year.

The taste locally runs heavily to use of olive oil in foods, and newcomers who find it difficult to adapt to this type of cooking should make provisions with cooks to avoid this problem. Meat and poultry of fair quality and fish of good quality are also usually available. Bread of fair quality is available. Milk of poor quality, delivered to households by vendors in milk cans, always requires boiling. Canned fruits and vegetables, and canned baby foods, are highly limited both in variety and quantity and their prices are high.

Clothing and Shoes. Civilian clothing is required for military personnel while on duty. Uniforms are

worn only upon visits to Portuguese military installations and on special occasions. However, all military personnel should bring uniforms.

Summer clothing is appropriate in Lisbon during the period from May through September, and winter clothing from October through

April. Light gabardines, tropical worsteds, rayons, and even seersuckers, or other conventional materials are used in the summer; and tweeds and other woollens in the winter. In general, the requirements for clothing in Lisbon are not too dissimilar to those in Washington, D.C., but summer nights are much cooler, and winters are milder. Light overcoats are sometimes necessary.

American women residing in Lisbon dress about the same as women in New York or Washington, D.C. During the summer, there is need for a good variety of cotton dresses, light gabardines, rayons and other types of dresses that launder well. A light top coat or jacket will be useful during the evenings of spring and fall. The general run of clothing worn during the winter is of medium weight. For indoors, where it is often chilly during the damp winter, wool skirts and sweaters will be found comfortable. For comfort's sake, women should bring two or three pairs of low-heeled shoes because the sidewalks in Lisbon are frequently made of small stones which make walking in high heels difficult.

Laundries and dry cleaning establishments exist in Lisbon but they are expensive and work is of uncertain quality. Laundry and most cleaning work is usually performed by servants in the household.

Servants. Servants are generally available at reasonable cost. Salaries for a cook range from 250 to 500 escudos (\$8.85 to \$17.50) per month; a maid at a slightly smaller salary. A part-time gardener may be employed for 200 escudos (\$7) per month, and a part-time laundress for 20 or 30 escudos per day. Experienced Swiss or English nursemaids are available but most American families depend on an extra Portuguese maid at about 300 to 350 escudos a month for the purpose. As a rule cooks and maids reside within the household, and must be provided with uniforms. It is recommended that you bring a supply of uniform and apron material. The uniforms can be made locally at a reasonable price.

Education. In addition to the Portuguese school system, which offers educational facilities at all levels, English and French schools offer

training for children from kindergarten through the American equivalent of high school. There are no American schools in Portugal. Americans residing in Lisbon with sons and daughters of college age usually send them to educational institutions in the United States.

Language. English, French and Spanish are used to a limited extent in Portugal. Spanish is usually understood but, in turn, the reply in Portuguese is often confusing. Language instructors are available to military personnel assigned to the MAAG at no cost, but language textbooks must be purchased by the students.

Churches. In addition to Catholic churches throughout the city, there are two Anglican churches, a Scotch Presbyterian church and a Jewish synagogue. There are also Seventh Day Adventists, Baptist, Presbyterian, Conservative Baptist and Evangelical Alliance missionaries.

Hamgrams for Deep Freeze Sailors Hungry for News

The Navymen now wintering over in Antarctica probably won't get their next mail until sometime in October, but thanks to ham radio operators, and especially to Paul Blum of Syracuse, N. Y., they're still able to keep in touch with their families.

Paul is sparkplug of the "Rags" club, which has been a tireless and efficient message center for "Hamgrams" from the men of Deep Freeze. He has spent more time on the air and handled more traffic from Antarctic stations than any other amateur in the United States. And, when not on the air himself, he makes his home and equipment available to other operators in the club so that they can keep the messages flowing.

The men at the bottom of the world are now trying to figure out a way to show their appreciation for the job Paul has done, and they're also trying to establish more contacts with Stateside hams, particularly those running Naval Reserve amateur stations. With Reserve hams all over the country working for them they'd really feel as though they'd just received a letter from home.

Interested in Phone Patches? Heres How to Get Into the Act

Navymen and scientists wintering over at the seven U. S. bases in Antarctica are still trying to get in touch with more Stateside amateur radio operators — especially those in Naval Reserve training and electronic units (see page 10 for story on Antarctic).

For several more months these men will not be getting any mail, but thanks to "phone patches" they can talk to almost anyone within reach of a telephone. Here is how a patch works:

An amateur radio operator in the States contacts one of the stations in Antarctica (or vice versa). Then, the ham arranges for a telephone operator in his vicinity to rig a patch, a combination of radio and telephone which enables the two parties to talk directly to one another.

One contact made this year which was out of routine channels was with a 26-foot cabin cruiser off the New Jersey coast. Frank and Ruth Leeming, friends of Ionospheric Physicist Carl O. Wyman, stationed at Little America, called a telephone operator from their cabin cruiser via marine radio-telephone. The operator called ham Julius M. J. Madey, of K2KGJ, Clark, N. J. Madey contacted Bobbie F. Grice, RM1, usn, on duty at Little America, and Wyman was called to the radio set to talk with his friends. The system worked.

If you'd like to get in on the act, the call letters of the Antarctic bases are: KC4USA, Little America Station; KC4USB, Byrd Station; KC4USN, Amundsen-Scott IGY (South Pole) Station; KC4USV, Naval Air Facility, McMurdo Sound; KC4USH, Cape Adare Station; KC4USW, Ellsworth Station; and KC4USK, Knox Coast Station.

Local Transportation. Streetcars and buses are available but, although useful for general transportation and for servants engaged in marketing, they are not considered adequate for going to and from work, because of their heavily overcrowded condition during rush hours. Taxis are numerous and inexpensive and are widely used.

Automobiles. It is desirable to have an automobile in Portugal. The interesting countryside affords a good opportunity to make numerous trips. A car also offers a chance to see something of nearby Spain, which otherwise would be difficult because of lack of comfortable transportation. Most European and American cars can be purchased locally. United States standard makes in the low-price field with low gasoline consumption are preferable.

Gasoline is available to Embassy personnel at a special price of 1.80 escudos a liter (about 25¢ a gallon). Cars must be registered with the local authorities and a driver's permit is required. If you have a current stateside driver's permit, no driving examination is required. It is especially advisable to obtain insurance covering all types of risks. The cost of such insurance coverage is about \$120 per year and is obtainable locally. Enlisted personnel may sell their automobiles to other enlisted personnel only. It is advisable to contact your relief, as used cars of enlisted men are always available at a very reasonable price.

Departing officer personnel may sell a car provided arrangements are made to pay the heavy import duty and stiff sales taxes waived for diplomats at the time of entry. After two years of ownership, the duty rate becomes 50 per cent of the established duty.

Sports and Outdoor Life. Portugal offers a wide variety of sports and

outdoor life for both adults and children. Because of favorable weather during spring, summer and fall, beaches, tennis courts, golf courses and other types of outdoor activity have a wide appeal.

Boating is available along the Tagus estuary. Most pleasure craft are privately owned but it is possible to use sail boats by joining one of the boating clubs. Spectator sports include soccer, track meets, automobile meets, bullfights, tennis matches. There is a series of winter concerts each year.

Sea fishing is available within reach of Lisbon, but river and brook fish are not plentiful.

There are several tennis courts well distributed throughout the area. Rackets, balls and shoes should be brought.

There are stables in Lisbon and at Estoril where horses may be rented by the day. Riding boots or jodhpurs should be brought along.

Bicycles are available in Lisbon and Estoril for approximately 25¢ per hour and may be used for taking trips to Guincho, Sintra and other nearby places.

Entertainment. The vicinity of Lisbon offers plenty of opportunity for rest and recreation. Estoril, with its casino, golf course, tennis courts and beaches, is only half an hour's drive over an excellent road. Together with other points along the coast it may also be reached by electric railway from Lisbon.

A number of interesting places are within easy reach of Lisbon for short weekend trips, among them being Fatima (a famous Catholic shrine). Portinho d'Arrabida, Batalha, Nazare, Tomar and Evora are also in the vicinity. Most of them possess comfortable hotels. The southern province of Algrave and northern Portugal, particularly the Province of Minho, and the Serra da Estrela region, offer interesting and attractive changes of scenery for local leave.

Paris is 36 hours by train (four times a week) and about five hours by air. Madrid can be reached in a long overnight train trip (three times a week), in less than two hours by air, or a full day driving by car.

For info on other areas write Chief of Naval Personnel, (attn: Pers G221), Washington 25, D. C.

Course on Medical Service In Joint Overseas Operations

A new correspondence course, **Medical Service in Joint Overseas Operations** (NavPers 10796) is now available at the Naval Medical School. This course is designed for Regular and Reserve officer and enlisted personnel of the Medical Department.

It discusses how the military services pool their human and material medical resources in an overall mission, and how they work together in a joint over-seas operation under a unified command. The course consists of two assignments, evaluated at six points credit for purposes of Naval Reserve retirement and promotion.

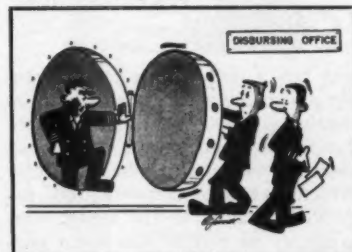
Applications should be submitted on Form NavPers 992 (Rev 10/54 or later), with appropriate change in "To" line, forwarded via official channels to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center Bethesda 14, Md.

Three More-Emergency Service Ratings Disestablished

Three emergency service ratings have been disestablished by the Secretary of the Navy on the recommendation of the Permanent Board for Review of the Enlisted Rating Structure. Ratings eliminated are, Commissaryman at the E-6 level, Parachute Rigger S (Survival) and Parachute Rigger M (Maintenance) at the E-6 and E-7 levels.

Although the ratings are being disestablished, BuPers Notice 1223 states that the personnel concerned will continue to advance in their present ratings, and will not be changed from one rating to another until specific instructions are issued regarding such changes.

All-Navy Cartoon Contest
Neil F. O'Connor, ENS, USN



"I assume you all had a pleasant weekend!"

All-Navy Cartoon Contest
Lindy U. Johnson, YN1, USN



"Dogblast! Smedley—get back in line!"

Moving into a Trailer? Here's Some Advice from an Expert

JUST LIKE OWNING A CAR or a house, buying a trailer can be an expensive proposition if you're not careful. Nevertheless, many a Navyman with a family has felt that the high monthly payments for five or



six years are more than offset by the knowledge that they have a place to live and are independent of high rents.

You've heard most of the arguments brought up in many a bull session. The pro-trailerites maintain that, after paying \$100 a month (or more) for five years or so, they have a real asset which can be used as a home, can be converted into cash, used as a down payment on a houseful of furniture, or as a step toward a new and larger trailer. If you rent your home, they argue, you have nothing but rent receipts to show for your money.

Those on the other side point out that trailer living is only cheaper after your trailer is fully paid for and your only expenses are for trailer lot rental and utilities.

The first experience as a trailer owner is usually the most expensive, and can be disillusioning. If you succeed in keeping up your payments to the end of your obligation, fine. If not, you're headed for expensive trouble.

For example, a Navyman newly arrived in an area, after experiencing a whopping hotel bill finds that he



can buy a trailer home for his family sometimes without using cash by signing a non-interest bearing note for the down payment, or he may deliver his household furniture which has been shipped from his previous station to the trailer sales company as part of the down payment. He finds that he can keep up

his monthly payments until the time he is transferred, when he runs into a problem because his family plans to go back home (or go with him overseas) and give up trailer life. Or his payments may be just too high for him to keep up.

In such a case his separation from trailer life can be bitter. Usually, because of its easy down payment policy, the sales company from which he bought his trailer does not have enough money to hang on to a repossessed trailer until it can be resold at a favorable price. The sales company must sell it immediately without any consideration of the purchaser's investment. (Banks and finance companies do not sell trailer



ers and trailer sales companies do not, as a rule, finance trailers.)

Unless the trailer sales company can immediately resell the trailer, rent it, or find some means that will make the bank or finance company happy, the Navyman finds he is lucky if he loses nothing but the trailer. It is quite possible that he might still be compelled to continue his payments on the trailer and also, on the note he gave as a down payment. Life will have few luxuries to offer for some time in the future and his wife will undoubtedly have a few comments to make about his skill in high finance.

Here are a few suggestions to help you avoid this grim fate:

- Don't buy or sell a trailer without receiving advice from other, experienced trailer owners. On stations that have a large trailer population, the Housing, Personnel or Legal officers—or all three—should be able to help you.

- If you have to give up your trailer, don't abandon it without making every effort to resell or rent it. Discuss the matter with the Legal Assistance Officer, and you may find a happier solution by talking it over with the trailer sales company. Given a little time, they may help you recover some of your investment.

- If you are not SURE that you can keep up your payments, don't buy a trailer simply to reduce your immediate living expenses. The loss which you may suffer eventually may be several times the additional hotel costs you may have paid until housing became available.

- In spite of what the salesman may say, don't expect the trailer company to make any more than emergency repairs. The manufacturer's guarantee is usually made good by shipping the defective part and, sometimes, the whole trailer back to the plant.

- Don't buy a trailer (or almost anything else) by simply signing an agreement to pay a certain sum each month. Read your contract. Very often, items that should have been included in the sales price, such as jacks, oil and gas tanks, and sewer connections, are added as extras.

- Don't carry your financing with a bank or finance company that, in addition to regular insurance charges, requires road insurance even when the trailer is not in motion. This sometimes doubles your insurance charges and always increases your monthly payments.



- Don't agree to a seven-year contract if you can swing one for four or five years. You pay interest on the original amount of money borrowed every year the contract is in force. (For example: If your original balance due was \$5850 and your payments were \$97.50 per month, you only owed \$1170 at the beginning of your last year of payments. Yet, your original balance due included a \$270 interest charge on this \$1170. That's interesting interest.)

- Don't offer your household furniture as part of the down payment unless you know you are going to continue the payments. You may need your furniture again. Orange crates are hard to sleep on.

Here are the details of a typical

trailer deal. The buyer made a number of mistakes, described below.

Purchase price of trailer	\$5695.00 (1)
Charge for sewer connection	17.60 (2)
Charge for six jacks	30.00 (3)
Credit report	5.50 (4)
Insurance	395.50 (5)
Sales Tax (State)	115.42 (6)

Actual total cost of trailer	\$6271.77 (7)
Down payment (Furniture valued at \$866, plus note)	1671.77 (8)

Balance due finance company before interest	\$4610.00
Five years' interest @ six per cent (added immediately)	1383.40 (9)
Total amount due finance company	\$5993.40 (10)
Monthly payments for five years	99.86 (11)

Here's an expert's comments on these figures:

1. This is the sale tag price of the trailer.
2. It is possible that this could have been included in the sale tag price. Depends upon local practice.
3. The expert says this should have been included as part of the sale tag price.
4. This is too small to be a real charge, the expert says.
5. Regular insurance could have been obtained for about \$190, but the finance company probably requires road insurance even when the trailer is not in motion.
6. Each State has a different sales tax. Some have none.
7. This amount might have been reduced considerably if the buyer had insisted that comments (2) through (6) be verified.
8. If you abandon your trailer, this down payment is lost forever,



except that the note for \$805.77 may be negotiated or considered when the dealer resells it.

9. This amounts to six per cent or \$276.60 for each year the contract runs. In other words, if the last year of your payments total \$1200, you are paying 26.05 per cent interest. If you can afford a five-year contract, don't accept one for six years.

10. This would have been \$6270 for a six-year contract, or \$80.13 per month for 72 months.

11. Add to this \$30 per month for trailer lot rental and utilities and \$50 per month on the non-interest bearing note, and you'll find that it costs you \$179.86 per month to live in this trailer until the note is paid up, then approximately \$130.00 for the remainder of the five years.

Applications Open for Change To Special Duty in Law

Ensigns, LTJGs and LTs with a law degree from a law school accredited by the American Bar Association who are members of the bar of a Federal Court, or of the highest court of a state or territory of the U. S., or District of Columbia, may apply for Special Duty (Law) designations (Code 1620) in the Regular Navy.

Applications must be submitted on NavPers 953 in time to reach the Chief of Naval Personnel (Pers B1136) not later than 1 Nov 1957. The following documents should accompany the application:

- Special Report of Fitness (NavPers 310).
- Report of Medical Examination (Standard Form 88) in duplicate, with report of Medical History (Standard Form 89).
- Educational transcripts — one copy from each college or university attended, and evidence of receipt of law degree from a law school accredited by the American Bar Association. Transcripts need not be submitted if already on file.
- Certificate of evidence of admission to practice before a Federal Court of a state or territory of the U. S., or in the District of Columbia. This need not be submitted if already on file.

All applications will be acknowledged immediately upon receipt and will be referred to a special selection board which will convene in November 1957. Applicants will be advised of their selection or non-selection as soon as possible after the board meets.

Officers selected will be appointed Special Duty Officers (Law) (Code 1620) in their current grades and dates of rank as soon as their availability for reassignment will permit. No professional exam required.

HERE'S YOUR NAVY

The Navy's newest store ship USS Sirius (AF 60) is more than just a "reefer". It's a dry provisions replenishing ship as well.

Just returning from her first Pacific Fleet supply mission for the Navy, the 13,682-ton ship is no newcomer to the Pacific. She's a veteran of more than 140 crossings.

Built in 1942 for the Maritime Administration, Sirius (ex-ss Tradewind) was transferred to the Navy last year as a replacement for the old USS Polaris (AF 11).



Uniquely, Sirius was re-commissioned 12 Jan 1957—the same day Polaris was retired. In addition to getting a new name and donning Navy paint, the ship was fitted out with the latest in galley, mess hall and office space for her 220-man crew. The efficiency-inspired outfitting included the transfer of almost half of Polaris' crew and equipment, which represented a savings to the Navy of almost \$100,000.

Sirius is only the third refrigerator ship in Navy annals to carry a consolidated load of both refrigerated "freeze" and "chill" as well as dry provisions for replenishing Navy ships at sea.

Her dry provisions are stored in her Number Four hold which as a "spar" deck is installed across the midpoint of the lowest part of the hold. This extra deck—much like an added shelf in a kitchen cabinet — provides the added work space and accessibility needed to issue the dry stores that Fleet customers demand.

During her initial Navy run, the 460-foot reefer off-loaded hundreds of tons of groceries across white-capped waves to the pitching decks of ships operating at sea, resupplied two other refrigerator ships—a station ship at Sasebo, Japan, that waits for the arrival of her Fleet customers — and a sea-going "deep freezer" that operates right along with Fleet units.

How to Make a Round Trip on Leave and Liberty

Hot weather is here and like millions of others, you'll be 'hitting the road' to the beaches, mountains or some other retreat in an all out effort to beat the heat.

No matter if you're going on a lengthy leave, weekend jaunt or Sunday afternoon drive, here's a set of 11 General Orders for the Highway to read, review and remember, before getting behind the wheel of an auto:

1. To take charge of my vehicle and all personal property and lives therein.
2. To drive my car in a safe and sane manner, observing everything that takes place within sight from all directions.
3. To report all defects in my vehicle to a mechanic for repair.
4. To repeat no violations of road courtesy previously committed by myself or those observed being committed by others.
5. To quit my post behind the wheel of my car when I have become sleepy or have otherwise become a potentially dangerous driver.
6. To receive and obey all driving regulations, speed limits and common sense restrictions on driving habits.
7. To talk to no one while I am driving by turning my head to the side or rear.
8. To give the alarm to motorists behind or in front of me, by signal, hand or otherwise, showing my intention to stop, turn or slow down.
9. To call emergency vehicles and give what other assistance I can, should I come upon a fellow motorist in need of help.
10. To salute all other drivers by extending driving courtesy at all times and under all conditions.
11. To be especially watchful at night, keeping in mind that night driving presents many problems and dangers not encountered during the daylight hours.

Last year alone, about 40,000 deaths were caused by traffic accidents. Of this number 31,800 were due to the actions of drivers. And these actions also accounted for 1,925,000 of the approximately 2,368,000 injuries suffered in such mishaps.

The greatest cause was speeding beyond the limit allowed by law. Speeding alone took a toll of 13,830 lives, or 43.5 per cent of the total number of traffic fatalities.

Driving on the wrong side of the road brought death to 5310 victims—16.7 per cent.

In cases where drivers did not have the right-of-way the deaths amounted to 3750 or 11.8 per cent.

The death toll under "drove off the roadway" was 3910 and from reckless driving, 3310.

Other accidents ending tragically were: cutting in, 250 deaths; passing on curve or hill, 450; failing to signal, or improper signalling, 480; cars running away, with no driver, 30; and miscellaneous, 290.

Brain Food Is Popular At NAS Corpus Christi

As you can see by the article about Special Services (starting on page 24), the Navy has much to offer when it comes to leisure time activities.

The Naval Air Station at Corpus Christi, Tex., is no exception and it, too, goes all out with its Sports and Recreation Program. However, Navy and Marine Corps personnel on board do not devote all of their spare time to recreation.

More than 83 per cent of all the enlisted personnel assigned to NAS Corpus Christi are enrolled in Navy, USAFI or some other form of educational training.

Four of the station's 16 departments—Medical, Dental, Chaplain's Office and the Marine Barracks—which have a combined total of more than 180 enlisted men assigned, boast of 100 per cent participation.

The air station's largest department, Operations, has 398 of the 422 men assigned, hitting the books.

Uniform Overseas Tours For All Services Ordered By Department of Defense

The length of your tour of shore duty outside the United States and the movement of your dependents overseas may be affected by new Department of Defense regulations.

The regulations, directing the services to standardize their overseas shore duty tours and their rules on overseas transportation of dependents, have been in effect since 6 Jun 1957. In compliance with them the armed forces are now working out implementing directives along these lines:

• **Duty Tours**—All the services are to use the same methods of computing overseas time and to have uniform length of tours. Readjustments in present tours, made necessary by the new regulations, are to be completed not later than 30 Jun 1958.

Shortened tours will be prescribed for the less desirable locations.

Where practicable, tours will be of uniform length for personnel of different services stationed in the same area.

Standard overseas tours will be from 12 to 36 months long.

Prescribed tours will be reduced approximately one third for individuals not accompanied by their families. (However, no overseas tour is to be shorter than 12 months.)

• **Dependents**—Dependents who do not have authorized military dependency status overseas are entitled only to those privileges to which they are entitled by law. (Medical service is authorized.)

Unaccompanied military and naval personnel who do not have enough obligated service to cover the prescribed overseas tour will not be authorized to move their dependents overseas unless they voluntarily agree to remain in service long enough to complete the tour.

Overseas station allowances for dependents will be paid only to those who are normally entitled to transportation of dependents at government expense and authorized to have dependents present in the area. (Servicemen already receiving these allowances, but who lose their eligibility under the new regulations, may continue to receive their allowances until they complete current overseas tours.)

Personnel in pay grade E-4 who have less than four years' service and lower pay grades, or those who are otherwise ineligible to have their dependents join them overseas, will no longer have overseas transportation furnished to their dependents on a space-available basis. However, dependents who are already overseas will be furnished return transportation on this basis.

Servicemen who do not have at least 12 months remaining on station after their dependents arrive will not be allowed to move their dependents overseas at government expense.

Information on the prescribed length of overseas tours will be issued as soon as possible.

For the most part, only those personnel leaving the continental United States after 6 Jun 1957 will have the length of their tours modified because of the new regulations. However, some readjustments may be made in tours begun before that date in order to effect a smooth transition.

The uniform tour lengths are applicable only to overseas shore-based personnel. Sea duty tours for Navy-men in units home-ported outside the continental United States are not affected. However, the new regulations regarding dependents' transportation will generally apply to them, as well as to shore-based servicemen.

Here's How to Change Rate To Nuclear Weapons Man, Exams and Courses Set Up

The first examination for change in rating or change in rate and concurrent advancement in the newly established *Nuclear Weapons Man* rating will be given in February 1958.

Eligible personnel who hold special program codes 9924, 9925, 9929 and 9930, as well as graduates of the nuclear weapons assemblyman and assembly technicians course may be recommended by their commanding officer to participate in the NW examination. ETs and ATs may not take this examination.

According to BuPers Inst. 1440.22, the Chief of Naval Personnel will control the initial input of senior enlisted men in the NW rating in order to insure that reasonable advancement opportunities will con-

tinue to exist for lower pay grade personnel.

Study guides and requirements for advancement for all pay grades of the new NW rating will be available in October.

Enlisted personnel are currently being trained initially for the nuclear weapons program in the assemblyman and assembly technician courses at the Sandia Air Force Base in New Mexico.

The two courses will be revised and a new Class "A" type school for Nuclear Weapons Men will open early in 1958. When the need arises, Class "B" and "C" courses will also be established.

Course Prepares Journalists For Independent Duty

A new course designed to prepare senior enlisted journalists for duty as public information assistants and for independent duty has been established at the Naval Training Center, Great Lakes, Ill.

The first class convened on 29 July, with additional classes being scheduled for 21 Oct and 13 Jan 1958.

Journalists in pay grade E-5 and above may attend the new eight-week course.

Each class is limited to 15 students. See your education officer.

HOW DID IT START

Naval Prep School

Years ago, when enlisted men were first given the chance to attend the Naval Academy, more than one of them discovered that he'd either been out of school so long that he'd gotten rusty, or that he didn't quite have the academic background to keep pace with the high scholastic standards of Annapolis. In fact, quite a few of them were stopped by the first hurdle, the Academy's entrance exams.

Yet, the Navy had confidence in these picked men. They were intelligent. They had already proven themselves potential leaders. In short, they were excellent officer material. All they needed was a fair break and they could hold their own anywhere.

The Navy gave them that break in 1914, when BuNav (later called BuPers) established the U. S. Naval Preparatory School and in the years that followed many graduates of the school went on to the top ranks in the Navy and Marine Corps.

Today, the school is still on the job, providing intensive instruction to enlisted

men who've been selected to compete for admission to the Naval Academy. In addition, the school is now a training ground for EMs who've been provisionally selected for the NROTC program, which enables successful candidates to obtain four-year college educations and commissions in the Regular Navy and Marine Corps.

The school is situated at the U. S. Naval Training Center, Bainbridge, Md., on a site overlooking the Susquehanna River. It was originally built back in 1902 as a private prep school, and much of the campus atmosphere still prevails, even though the instructors are Navy and Marine Corps officers and the students march almost everywhere they go. The Annapolis hopefuls attend the school from September to May. In the summer months the NROTC candidates take over during the College Preparatory Session.

The school's program keeps both groups busy. It is divided into three main phases—military, academic and athletic. The military phase includes drills, regular inspections and discipline. The academic phase (for the Annapolis candidates) is geared to the Academy's entrance exams and course of study, stressing algebra, plane geometry, English, U. S. history and physics. (The College Preparatory Session, being much shorter, places its emphasis on English, mathematics and physics.) The athletic phase of the program is flexible enough so that every student may find a place in it, whether he likes football, softball, cross-country running, fencing or what have you.

Students at the Prep School drill hard, study hard and play hard, but thanks to this training, it's now a lot easier for them to make the grade as the admirals of the future.



Latest List of Movies Available for Distribution To Ships and Bases Overseas

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in June.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

Cockleshell Heroes (814) (C) (WS): Drama; Jose Ferrer, Trevor Howard.

Drango (815): Adventure Drama; Jeff Chandler, Joanne Dru.

The Incredible Shrinking Man (816): Horror; Grant Williams, Randy Stuart.

Phantom Stagecoach (817): Western; William Bishop, Kathleen Crowley.

Slander (818): Drama; Van Johnson, Ann Blyth.

Four Girls in Town (819) (C) (WS): Drama; Cornel Borchers, Errol Flynn.

A Woman's Devotion (821): Drama; Ralph Meeker, Janice Rule.

Running Target (822) (C): Drama; Doris Dowling, Arthur Franz.

Something of Value (823): Drama; Rock Hudson, Dana Wynter.

Mister Cory (824) (C) (WS): Drama; Tony Curtis, Martha Hyer.

Odongo (825) (C) (WS): Adventure Drama; Rhonda Fleming, MacDonald Carey.

Wings of the Eagles (826) (C): Drama; John Wayne, Maureen O'Hara.

The Shadow on the Window (827): Drama; Betty Garrett, Phil Carey.

Men in War (828): Drama; Robert Ryan, Aldo Ray.

The Girl Can't Help It (829) (C) (WS): Comedy; Tom Ewell, Jayne Mansfield.

Hellcats of the Navy (830): Drama; Ronald Reagan, Nancy Davis.

The Big Caper (831): Drama; Rory Calhoun, Mary Costa.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH IS ON PAGE 9

1. (a) Hole-in-one. Of the 210 achievement awards presented, more than 160 of them have been for "aces."

2. (b) You must apply to the Bureau yourself via your CO.

3. (a) Submarine. *USS Sea Fox* (SS 402) was the last recipient, as the trophy was withdrawn from competition during the Korean conflict and has not been placed in circulation again.

4. (b) *USS Forrest Sherman* (DD 931), the first vessel of the Navy's first new class of destroyers built since WW II. Newer types have been built since *Sherman*.

5. (a) Three five-inch guns, one set of four torpedo tubes and four three-inch antiaircraft guns.

No Place to Hide (832): Drama; David Brian, Marsha Hunt.

The Rainmaker (833) (C): Comedy-Drama; Burt Lancaster, Katherine Hepburn.

Housing for Navy Families on Guam Makes Progress

A \$17 million housing replacement program, started in January 1953 on the 30-mile-long, 6-mile-wide island of Guam, is near completion.

As each of the 1356 proposed units go up and Navy families move in, temporary living quarters, which were mostly quonset huts, are being torn down.

The houses are being built on an assembly line basis by MCB-10, and have one or three bedrooms.

Units and their location are NAS Agana, 380; NRS Barrigada, 16; NCS Finegayan, 212; Naval Hospital, 60; Tipalao, 304; Sumay, 132; Nimitz Hill, 80; and Apra Heights, 172.

All-Navy Cartoon Contest

Billy L. Peoples, AM1, USN



"This baby is going to revolutionize naval medicine."

Instructor Duty Billets Are Open at Many Training Activities If You're Eligible

There's a continuing need for instructors in naval training activities. If you're qualified, you may find yourself teaching at any of the schools in 15 different types of training activities.

You must have the following qualifications to be eligible:

- An interest in training and a desire to serve as an instructor.
- Leadership ability, ability to work with others under supervision and ability to exercise sound judgment.

- A clear record.
- Ability to speak clearly.
- Military bearing and deportment.

• GCT of 55. (GCT scores under 55 may be waived for otherwise qualified candidates when waiver is recommended by their CO.)

• Considered a good security risk by commanding officer.

You must also meet the sea duty requirements for shore duty.

Assignments are available at Class A, B, C and P naval schools and functional training activities; recruit training commands; naval retraining commands; officer candidate schools; NROTC units; honor naval schools; merchant marine academies; aviation schools under Chief, Naval Air Technical Training Command; Fleet training centers; Fleet sonar schools; Fleet air defense training centers; Fleet gunnery schools; ASW tactical schools; submarine school.

Requests for BuPers instructor duty may be submitted via your commanding officer direct to the Chief of Naval Personnel (Attn: Pers B2134). Until your segment of the Shorvey-Seavey program goes into effect, submit your application on the Instructor Duty Request Card, NavPers 1247 (Rev. 6-53). (Segment 3 becomes effective 1 Oct 1957; Segment 1 on 31 Jan 1958 and will be made on the basis of your Segment 2 on 1 Jun 1958. Selections rotation data card when your Seavey segment becomes effective.)

Additional information—including a complete list of the types and locations of BuPers-controlled instructor duty—may be found in BuPers Inst. 1306.22C, which is available at your ship or station.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instruction and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 19—Announced the convening of a selection board to recommend officers in the grade of captain on active duty for promotion to the grade of rear admiral.

No. 20—Announced approval by the Secretary of the Navy of the report of a selection board which recommended USN warrant officers for promotion to the grades of chief warrant officer, W-4, W-3 and W-2.

No. 21—Requested early forwarding of financial returns by Navy and Marine Corps disbursing officers on board ships and at overseas stations.

No. 22—Limited financial obligations which may be incurred pending apportionment of appropriations for fiscal year 1958.

BuPers Instructions

No. 1120.18D—Gives eligibility requirements and processing procedures for the Integration, LDO and Warrant Officer (W-1) Programs.

No. 1120.28—Announces a new Law Specialist Program for active and inactive Reserve officers.

No. 1130.4D—Gives instructions concerning the enlistment of active duty Reserve personnel in the Regular Navy.

No. 1220.9A—Places the *Manual of Navy Enlisted Classifications* (NavPers 15105A) and the revised Navy Enlisted Classification (NEC) System in effect.

No. 1500.25C—Lists convening dates for classes at training activities under the management of the Chief of Naval Personnel and for schools of other services in which the Chief of Naval Personnel fills established student quotas.

No. 1812.1—Sets forth new procedures regarding choice of final duty station and application for non-disability retirement by enlisted personnel nearing the completion of 30 years' active service.

No. 1820.1B—Gives information on non-disability retirement with pay of officers and enlisted personnel of the Naval Reserve and former officers and enlisted personnel of the Naval Reserve.

No. 3590.2D—Lays down rules for the selection of outstanding Reserve divisions which compete for national trophies in various programs.

No. 5321.2C—Revises instructions applicable to officers and enlisted allowances and complements.

No. 7220.17—Points out local sources of information to be used in determining the cumulative service of enlisted personnel.

BuPers Notices

No. 1306 (31 May)—Directed Change No. 1 in BuPers Inst. 1306.56, which concerns the definition of types of quotas issued for enlisted personnel being assigned to service schools.

No. 1410 (1 June)—Announced Change No. 8 to the Manual of Qualifications for Advancement in Rating (NavPers 18068, Rev.) and listed the ratings affected by the change and resultant revisions in the list of *Training Courses and Publications for General Service Ratings* (NavPers 10052E).

No. 1120 (5 June)—Invited applications from permanently commissioned USN line officers not above the grade of lieutenant for designation for Special Duty (Law) (Code 1620) in the Regular Navy.

No. 1743 (7 June)—Announced the Jewish High Holy Days to be celebrated in September and October.

No. 1210 (10 June)—Pertained to Change No. 3 in BuPers Inst. 1210.4A, which concerns billet and officer designator codes.

No. 1223 (10 June)—Announced disestablishment of the emergency service ratings of commissaryman at the E-6 level, parachute rigger S (Survival) at the E-6 and E-7 levels and parachute rigger M (Maintenance) at the E-6 and E-7 levels.

Sleeping Crow Insignie Makes a Hit in Yorktown

The new and firmly unofficial specialty rating of Rackman (RK) has undergone severe tests and, unofficially, has become "recognized" on board USS *Yorktown* (CVA 10).



The new rating was pioneered by Robert M. Dickover, RKC (who has spent years in compiling research) and Richard J. Kinter, RKSAN, who woke up long enough to design the new rating badge. It features a sleeping crow plus pillow and folded blanket.

Practical factors are being completed at an unbelievable rate according to Education and Training Office personnel on board *Yorktown*. Many petty officers who have always been rackmen at heart, are now jamming the E&T office to qualify for a change from their present rates.

Qualifications for the new rating are not easy. One of the primary requirements is the ability to remain flat on your back for 36 consecutive hours. Whether or not it can be done has started many a discussion among shut-eye artists.

Ramifications are many. As soon as the word was out, some men on board *Yorktown* initiated an investigation into the possibility of establishing some sort of LDO counterpart. Many aviators started a campaign to have an aviation rackman (RAK) rating established. Others, to see if they could possibly qualify, just turned in.

Will the new RK rating have any effect on the rate of reenlistments among first cruise men? Many believe that it will. In fact, they foresee the day when the Navy will have to turn down men who desire to enlist—especially for the RK rating.

One thing is known for sure. No Class A school will be established, at least for the present, as it is felt that opportunities for on-the-job training are more than adequate.—D. A. Vernon, JO3, USN.

BOOKS

FACT SUPPLANTS FICTION IN THIS MONTH'S CHOICE

YOU MAY HAVE NOTICED that non-fiction has taken strong precedence among the books selected for review by the Library Services Branch in recent months. The reason is obvious. Their subject matter is so interesting and the contents so well written that they equal or surpass much of the current fiction.

Consider, for example, a few included in this month's selection: The World War II sub that sailed the Mediterranean with two COs—one British and one American; sailing ship warfare from the days of the Dutch "Sea Beggars" to Perry on Lake Erie; a collection of incidents which will ultimately be the basis of South Pacific folklore. Then there is the type of U. S. Navy history in which the author, instead of politely referring to a general's "dubious tactical judgment," simply calls him a muttonhead.

Broadsides and Boarders, by Marvin H. Albert, tells of sailing ship warfare—one of history's shortest and most significant chapters. The author makes the distinction between sailing ships (and galleys) merely used as transportation for armed men and the use of ships themselves as instruments of warfare. Combat with cannon under sails lasted a relatively short time—not much more than 300 years. According to Albert, it started with the Dutch in their struggle against Spanish domination in 1572 and had ended by the time of our own Civil War. But in this brief time, sailing men-of-war changed the course of history and created a new balance of power that shaped much of our modern world.

The author tells of this story through a handful of sea captains who were lucky and successful. The list includes such men as Nelson and Drake, Van Heemskerck, Suffren, John Paul Jones and Stephen Decatur. Through his skill, such phrases as "Hold your fire till you hear the crash!"; "No captain can do very wrong if he places his ship alongside that of an enemy"; and "I have not yet begun to fight," assume new life and meaning.

In *The Compact History of the United States Navy*, the late Fletcher Pratt tells the story of the U. S. Navy itself: How it began, what it has been and what it is today, as

only he can. He tells, too, the story of the American sailor: who he has been and who he is today, where he came from at first and where he comes from now, what he has done to the Navy and what the Navy has done to him. The book is an all-time naval review in which almost two hundred years of American history passes by, easily and effortlessly, in their relationship to American ships and sailors. From the privateers and their men without uniforms to the atomic-powered ships now being built and their crews of skilled technicians, this is a well told story of the U. S. Navy—afloat, ashore, underwater and in the air. Vividly illustrated by Louis Priscilla.

The Turn of the Tide, by Arthur Bryant, is more like straight history. It is based on the diaries of Field Marshal Lord Alanbrooke, chief of staff of the British forces, and an almost unknown general whose decisions on strategy frequently determined the course of World War II. He kept a diary and in it, recorded some amazingly frank comments on top ranking people such as Marshall, Eisenhower, Franklin D. Roosevelt and Churchill as well as his other military and political associates. It is his diary which forms the basis of this facet of history. His was usually the final decision, as for example, on the second front, the African invasion, and on Sicily and Italy. This book tells why he made these decisions and what he thought of them.

The Ship With Two Captains, by Terence Robertson, is also concerned with World War II, but from an entirely different viewpoint. It might be said that, in its own small way, the British submarine *Seraph* attempted to implement the policies

determined by Alanbrooke. Whatever might be thought about her divided command, it must be admitted that *Seraph* got around. Launched in 1942, *Seraph* is alleged to have fired her first shot in anger at a whale under the misapprehension that it was either the *Scharnhorst* or *Gneisenau*, famed German battleships. On her later assignments, she could not afford to indulge in mistaken identity. Her reconnaissance of the coast of Algeria helped the Allies to decide to make the North African landings. After she ferried Mark Clark to North Africa, she was dispatched to pick up Giraud out of France to lead the anti-Vichy forces. As Giraud was suspicious of the British, he would agree only to be picked up by an American sub. None were available so a certain Captain Jerauld Wright, USN, who was to achieve later fame and responsibility was named skipper of the freshly recommissioned USS *Seraph*. Later, as HMS *Seraph*, the sub escorted the corpse known as "The Man Who Never Was" into Spanish waters. *Seraph* is still afloat today, the oldest submarine in the Royal Navy, after surviving the landings at Sicily where she served as a guide and beacon ship. If a novelist were to attempt to fictionalize her adventures his efforts would be rejected as "too improbable."

Captives of Korea, by William L. White, is something else again. Plenty of the most difficult kind of heroism, but it doesn't make pretty reading. It tells what happened to our men when they were captured in Korea and compares our treatment of the captured enemy and the enemy's treatment of our men.

James A. Michener and A. Grove Day, in *Rascals in Paradise*, tell true tales of high adventure in the South Seas ranging from Peru to China and Hawaii to New Zealand, and touching all the glamorous islands in between. The rascals, rogues and romanticists they describe include a British Navy officer; a Spanish lady explorer; a Chinese-Japanese pirate; an Australian wanderer who has never been excelled in his writing about the Pacific; a French nobleman who was a swindler; an English privateersman who became an island chieftain; a slave-driving bully; a politician who turned confidence man; a painter; and a psychopathic Nantucket whaler. What chance does fiction have?



"That new exec always makes me feel so small."

ALL HANDS
SPECIAL SUPPLEMENT

“-- and see
the
world--”
(1872)



Gibraltar, Suez, Singapore, Bangkok, Tokyo. You've probably visited one or more of these ports or, perhaps, you've participated in one of the Navy's recent round-the-world cruises. No doubt you've intended to write about your experiences some day. In 1872, Navyman W. K. Van Reyepen drew duty on board *USS Iroquois*. Before the cruise was completed he saw all these ports and many more. This is how it was some 75 or more years ago.

When 32-year-old Navy Surgeon W. K. Van Reyepen reported on board *Iroquois* he had behind him more than 10 years' duty in the Naval service and his career was just beginning. A veteran of the Civil War he was to serve the Navy for 40 years to retire as Senior Rear Admiral in 1902.

USS Iroquois also had a busy career. Commissioned in 1859, she participated in several engagements during the Civil War, was decommissioned in 1865 only to be recommissioned two years later for duty on the Asiatic Station in time to be present in 1868 at the opening of the ports of Osaka and Hiogo, Japan. It was after *Iroquois* returned from this tour of Far East duty that Van Reyepen joined her. In 1899 she was transferred to the Marine Hospital Service.

Below is an abbreviated version of Van Reyepen's account of the voyage of *Iroquois* around the world.

ON THE 3D OF MARCH 1872 I reported for duty on board the steam sloop of war *Iroquois*, lying at the Brooklyn Navy Yard, preparing for a cruise on the Asiatic station.

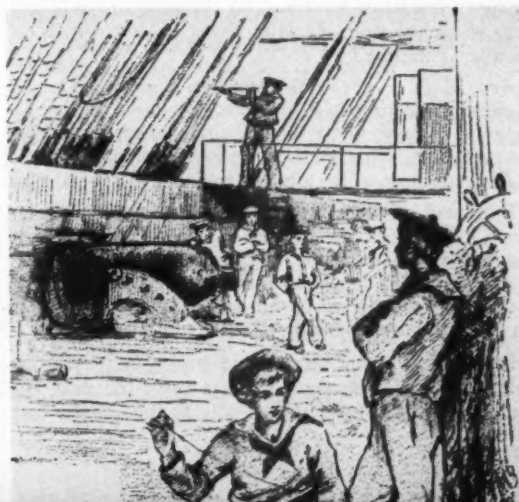
Iroquois was a wooden steam sloop of war displacing 1575 tons, carrying 6 guns and a crew of 165 men. She was fitted with a two-bladed screw, which could be hoisted through a well hole in the stern, thus offering no resistance when the vessel was under sail. She had been for many months under repair at the Philadelphia Navy Yard, and had recently formed one of the reception fleet on the arrival at New York of the Grand Duke

From an address read before the Carleton Club, New York, 1882, made available through the courtesy of the Navy Section, National Archives, Washington, D. C.

Alexis. Accidents were continually happening to her machinery, and when I joined her she was still undergoing repairs. We sailed on St. Patrick's day.

At the time of our departure, the barometer was falling, the clouds looked threatening and we knew there was no prospective joy in store for us. We steamed clear of the land, uncoupled, hoisted our propeller, set sail, and proceeded to make everything secure for the storm we knew was approaching. As the wind increased we shortened sail and before morning were under close reefed topsails.

THE STORM SOON OVERTOOK US. We knew from the rapidly falling barometer, the direction and force of the wind, that we were in the track of one of those





GIBRALTAR WAS fortress with town populated by many races. (Rt.) Valetta, capital of Malta, overlooking beautiful bay, was liberty port for crew of Iroquois. Held by British, Malta was strong Mediterranean fortress.

circular storms which, commencing in the West Indies, sweeps with resistless force along our Atlantic coast, until it expends its energy on the North Western shores of Europe. We anticipated its advent with anything but agreeable thought, for we knew how badly qualified *Iroquois* was to resist it.

On the second night out our troubles commenced. Sheets carried away, the fore topsail was split, the iron work about the yards broke like pot metal, the rudder chains parted, the ship fell off in the trough of the sea, and rolled and jerked as though the masts would snap out of her.

One huge wave, striving to outdo its fellows, struck us with tremendous force just forward of the starboard beam and broke over us. The ship staggered and for a moment was still; nothing could be heard but the rushing of water. Those of us who were below did not know whether we were then on our way to the unknown, or if we had a longer lease.

The ship soon gave a lurch and freed herself from some of the deck-load of water. When she righted and resumed her original occupation of rolling, the whale boat lashed to the davits on the port quarter had disappeared, torn from its fastenings, and gone to join the dots of wreckage on the ocean's bosom. The first cutter, swinging just abaft the beam on the starboard side had been wrenched from the after davit, and thrown in on the quarter deck.

At midnight, when the watch on deck were busily engaged in clearing away the wreck we were startled by the rapid ringing of the firebell, and the cry of "fire in the main hold." This, we thought, was the climax. Officers and men in scant attire rushed to their respective stations.

It proved to be a false alarm. They were distilling water in the fireroom and the supposed smoke, which had been discovered, was the hot water vapor arising from the recently distilled water in the tanks. After this excitement we repaired to our quarters to get what rest we might in our discomfort.

I was lying in my berth, wide awake, and trying to hold on, when I felt another wave strike the ship, apparently near the forecabin. It was as though she had

struck a rock, for she seemed to stop, and then writhe and twist. The snapping of cordage and crackling of timbers were succeeded by heavy lee roll, and then the deluge came. Through the seams of every deck plank and between the outside planking, sheets of water ran, flooding the room and saturating its contents. My mattress almost floated in the berth; on the wardroom floor the water was half-knee-deep, and I had to sit under an umbrella.

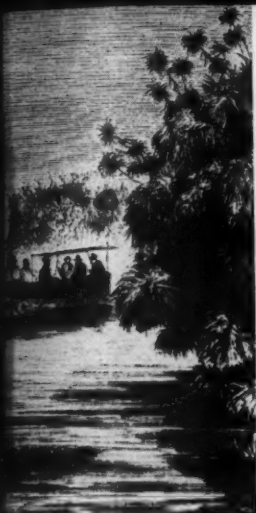
My messmates were scarcely more fortunate, and a sorry sight we presented for the remainder of the night, crouched and drenched, holding on to stanchions and trying to be jolly. Toward morning the rolling of the ship had closed her seams somewhat, so we were only treated to an intermittent bath.

We were battened down for 14 days, when the gale ceased, and we began again to think that life was worth living.

BUT THERE IS AN END to all troubles. On the 25th day out from New York we came to anchor under the shadow of the rock of Gibraltar. (One must experience to appreciate the sense of relief and complete rest that is enjoyed immediately after a long and disagreeable sea voyage. For a day or two one insensibly continues his swaying motion while walking on the deck, for when the ship is rolling one must never let go his hold with one foot before the other is firmly implanted.)

Gibraltar, as you know, is a rock 1400 feet high, three miles long, and about a mile wide, on the southern coast of Spain, at the northern side of the entrance to the Mediterranean. It has been in possession of the English for nearly 200 years, and is the outermost of their chain of ports guarding the pathway to their Indian Empire. The northern and eastern sides are precipitous, but toward the west and south there is a gentle slope, and from the beach extending a short distance up this slope a town is built. There are about 15,000 inhabitants: Moors, Algerians, Spaniards, Portuguese, Turks, Arabs, and refugees from Europe, Asia, and Africa. The inhabitants of Gibraltar are known in Europe as "Rock Scorpions."

The strength of the garrison is usually about 5000



NILE WAS LINED with papyrus plants, but familiar bulrushes were absent. (Rt.) Sphinx at Ghizeh, near Cairo, stands majestic as it has through the centuries. Surrounding area was sandy without a living thing in sight.

men. Gibraltar is sometimes called the Key of the Mediterranean, and from this expression has arisen the erroneous idea that the guns from the rock command the entrance to the Straits. There are two reasons why this cannot be, one is that the Straits are nine miles wide, and the other that the tunneled chambers in the rock, and he batteries are on the northern and western side. The rock is fortified for defence, and not for attack. Its importance lies in the fact that the bay at its foot would be a safe harbor of refuge for English fleet cruising off the entrance to the Straits.

AFTER WE HAD REPAIRED the boilers and had the ship thoroughly caulked we sailed from Gibraltar for Malta, where we arrived after a pleasant run of six days. Malta is another of Englands' strongholds. It has been a Mediterranean fortress for centuries, and attained its greatest celebrity after the Crusades when held by the Knights of St. John, who reigned here in regal splendor, and have left many architectural monuments of their possession. It was taken from them by the army of Napoleon, and from the French in 1800 by the English, who have since held possession.

The town of Valetta is on the sides and summit of an eminence, overlooking a beautiful bay which forms the harbor. Citadels and forts are everywhere. Each possessor has increased its capabilities for defence, and it is now considered almost as impregnable as Gibraltar.

Five days after leaving Malta we arrived at Port Said, the northern entrance to the Suez Canal. Port Said reminded me very much of a mushroom mining town in California. Everything appeared temporary.

AS IROQUOIS WAS TO remain at Port Said several days to repair boilers before steaming through the canal, a party from the ship obtained leave to go to Cairo. We chartered a steam launch, and about 9 in the evening started for Ismailia, from which place we could take the train for Cairo. Of course the proper thing for us to have done was to have had a good night's rest, but there was too much bottled up hilarity on board, and the early morning found us entering Ismailia with husky voices from our night's concert. After breakfast at Ismailia we took the train for Cairo. The English compartment cars were comfortable, but hot. For miles we traversed a

desolate, level, sandy plain, not a spear of grass or living thing in sight, and yet, nothing but water is wanted to make this desert a blooming garden.

Cairo is a delight and a wonder. There is an old and new city adjoining. In ten minutes one can go from the realms of Pharaoh to Paris.

There are many mosques in Cairo. Each ruler has built one to commemorate his reign, but at his death it has been allowed to go to destruction. The rising and not the setting sun, finds worshippers in Egypt, as elsewhere. Only one is kept in perfect repair, which is a fortress as well as a mosque. It was here that the Mamelukes made their last stand against the victorious army of Napoleon, and from the summit of the rock on which it stands they threw themselves to be dashed to pieces at its foot. The gravestones at the foot of the rock are their last memorials.

We stepped into a carriage at our hotel door, and stepped out of it at the base of the pyramids. There are few things in the world that equal the advertisement but the pyramids do. No picture can give an adequate idea of their immensity and imposing grandeurs. The Sphinx which is about a hundred yards distant, is partly covered by sand. It looked grand, gloomy, and peculiar, especially the nose, part of which has been broken off, which makes it look as though it had recently had a little difficulty with another sphinx, and was worsted in the encounter.

The Nile when I saw it, was a muddy sluggish stream. I looked for bulrushes but did not see any. I presume it was out of season.

We stopped at Suez, and took on board a Red Sea pilot named Achmet Ali and steamed slowly down the Red Sea, bound for our next port, Aden. We saw Mount Sinai and, where the children of Israel crossed, we steamed over without touching. It must have deepened since the Exodus.

One scorching day I asked our pilot, Achmet Ali, if he thought we would soon have a change of weather, he replied, "Yes, I think it will not be so cold tomorrow."

Under the continued influence of the intense heat, physical depression became so marked that I had to distribute stimulants liberally. By service regulations distilled spirituous liquors are not allowed on board ship,

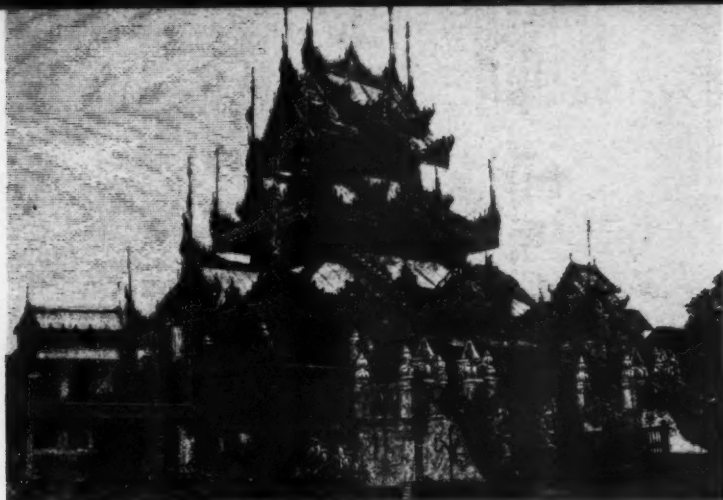
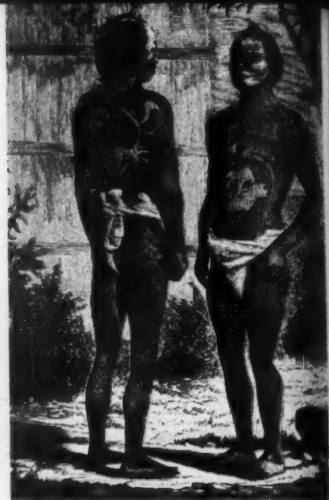


IMAGE-HOUSE was one of many worshipping places for Burmese. Unusual customs of these people gave style of 'temples' elaborate oriental artistry.



JAPANESE tribal outfit usually consisted of loin cloth, and tattooing.

except in the Medical Department, and the surgeon becomes at times a great object of interest.

★ ★ ★

ONE VERY DARK NIGHT, while crossing the Bay of Bengal we beheld a singular phenomenon. Ahead of us on the distant horizon a faint streak of light appeared, it grew broader and broader on the water until the whole ocean seemed incandescent. Soon we entered it, and we seemed to be sailing on a sea of fire, as far as vision could reach, ahead, and on either side, the water was brilliant with those phosphorescent animalcula so often seen in the tropics. Looking over the side one seemed to be looking into the depths of a glowing furnace. In the wake of the ship myriads of little waves were curling, twisting, and chasing one another. Many of us had seen phosphorescence in the tropics, but no one had ever before seen a sight like this.

On the 12th day out we passed close to the Island of Ceylon, and we were all on deck, to test the reality of the missionary hymn, "What Though the Spicy Breezes Blow Soft O'er Ceylon's Isle." We sniffed and sniffed, but the only odor we could get was from salt pork being cooked at the galley.

We arrived at Singapore on the 5th day of July and we felt that we had entered paradise. Singapore presents a beautiful appearance from the harbor, tropical verdure exists here in profusion. Many of the buildings are large and imposing, and they are almost hidden among the trees which abound in the city.

AT SINGAPORE we found orders directing us to proceed to Bangkok in Siam.

One day when we were lying almost becalmed in the Gulf of Siam, we saw a number of white porpoises, and near them were quantities of little objects moving rapidly along the surface of the water. They proved to be the heads of water snakes, which had evidently come out for an airing.

In a few days we came to anchor off the mouth of the Menom River, which was too shallow to allow us to enter. One of our boats was dispatched to Bangkok to inform the consul of our arrival. The next morning, a handsome steam yacht, owned by the King, came down the river and alongside the ship. A Siamese official came

on board, and presented the compliments of the King, placing his yacht at our disposal for our conveyance.

The river is narrow and sluggish, and the land on either side is swampy. We soon came in sight of Bangkok, a compact mass of bamboo houses, many of them with tiled roofs, stretching for more than a mile along the right bank of the river. There were innumerable boats, and all along the shore of the opposite bank were houses on rafts, secured by long poles driven into the mud. These houses seemed to be always on the move.

The day after our arrival, sweltering in full dress uniforms, we went to pay our respects to the King. We were received in the antechamber by the minister of foreign affairs who conducted us to the audience chamber where the King received us. We adjourned to the dining room, where we were seated around a table laden with fruits and wine, and invited to partake. We wondered that no servants were visible. Presently the King asked if some one would have tea, and upon being answered in the affirmative, he uttered some expression in a loud tone, presently I felt something at my feet, and a hand, holding a cup of tea was passed up from under the table.

The servants came and went to and fro in the room on their elbows and knees. When not engaged in any duty they kept their foreheads on the floor, sometimes they would turn slightly, and cast furtive glances to see if their royal master showed any signs of wanting them. They never arose to their feet except in cases of emergency, and then by his express order.

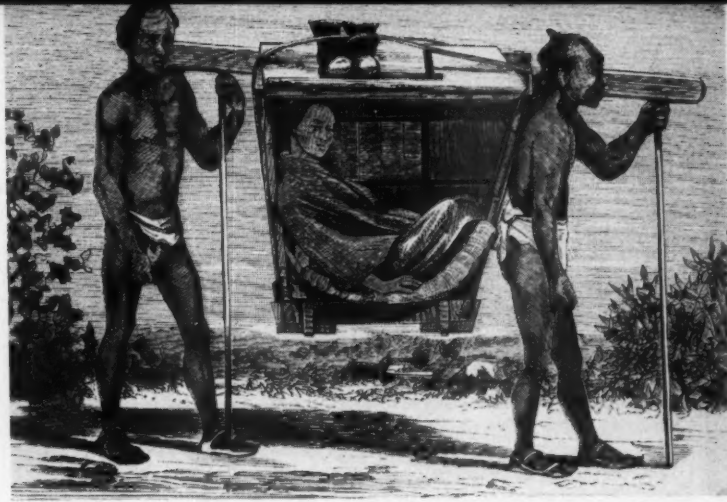
FROM BANGKOK we sailed to Hong Kong. Hong Kong is on a mountainous island at the mouth of the river leading to Canton, a few hours distant by steamer from Hong Kong. Its immensity immediately impresses one. Dotted here and there about the city one sees four- or five-story houses, these are the pawnbroker shops. Almost all the other buildings are of one story. The streets are very narrow and are filled with people. One might as well try to count the bees in a hive.

Along the river banks are moored beautiful decorated junks filled with flowers, and resplendent with banners. These are the famous flower-boats, the restaurants of Canton.

At Shanghai, the northeast monsoon was blowing, and we had great difficulty in steaming against it up the



JAPANESE TEMPLE architecture impressed visiting American navymen.



WHEN THE CREW of *Iroquois* arrived in Nagasaki, they were well received. Interesting to the sailors were such means of oriental travel as shown above.

Formosa Channel. We sent down our light yards and top gallantmasts, and even then had to tack under steam. Finally we arrived at Shanghai, and anchored abreast of the city. Here we soon found ourselves at home. Several of us had letters of introduction to residents, and during our stay we were entertained with a lavish hospitality, unknown out of China.

OUR FIRST PORT in Japan was Nagasaki. The town is romantically situated at the head of a small bay, making in from seaward. High hills surround the bay and at the foot, and up the sides of these hills are built the picturesque houses, almost hidden by the trees and flowering vines. Some of the more pretentious dwellings are of stone, but the majority are of bamboo, with partitions of light pine smoothed and fitted by the perfection of joiner-work. Instead of glass the windows are of exceedingly thin and strong paper, oiled.

The interior of a Japanese dwelling is a study. There is generally but one floor, divided into compartments. The floor is covered by matting. There are neither chairs, tables, nor bedsteads, everyone squats upon the floor. At their meals they surround a small portable furnace, on which is a pot, containing their cooking rice and meat. Each one is provided with a bowl and they replenish it as required from the pot. At night they lie on heavy quilts spread on the floor, and for a pillow they use a block of wood, somewhat larger than a brick, upon which they rest, not their head, but their neck. A Japanese maiden has her hair so elaborately arranged that she cannot rest it on a pillow. The floor is scrupulously clean, and natives always remove their wooden sandals before entering the house.

Many of the men wear only a loin cloth and tattooing. Others wear a sort of dressing-gown. The women wear a succession of gowns, often of bright colors and forming beautiful contrasts. They use quantities of rouge on their lips, and rice-powder on their faces. Many of them black their teeth and their eyebrows. They are almost all plump and fresh-looking, and many of them are exceedingly handsome. They are always in a good humor, laughing, chatting, and gossiping. They are fond of music and dancing.

From Nagasaki we entered the Inland Sea of Japan. We anchored every night, and were three days steaming to Kobe.

WHILE THE SHIP was at Kobe a party of us visited Osaka, and made a journey into the interior as far as Kioto, the holy city of Japan. We travelled partly by boat, which was propelled by poling or tracking, and partly by jinricksha. The jinricksha is an enlarged, two-wheeled baby carriage. It is pulled by a man, who can keep up a dog trot for the whole day without seeming fatigued.

At Kioto we attended the annual Japanese fair then in progress, and visited some of the temples with which the city abounds. It was the home of the Tycoon, the spiritual head of the empire, before he was disestablished. In one of the temples there were a thousand and one idols, life-size wooden images, beautifully gilded and ornamented, and arranged in long rows and tiers on one side of an immense building.

Soon after our return to Kobe we sailed for Yokohama. This is the seaport of Tokyo, from which it is a few miles distant. The native town, and the foreign business houses are on a level plateau, back of which rises a bluff, on which, overlooking the harbor, are the houses of the foreign residents.

Here I experienced my first earthquake. I had spent the night on shore, and as I was about to arise in the morning I heard a violent slamming of doors, a breaking of glass and crockery, and the building, including my bed, was noticeably swaying. I attempted to get out of bed but everything appeared to be unsteady. When I endeavored to put my foot on the floor I could hardly find a place for it, and a momentary feeling of faintness came over me. These sensations in the morning are not always ascribed to earthquakes.

We spent many days in visiting the curio shops of Yokohama, and the temples and palaces of Tokyo, as well as making trips to Fujiyama, the sacred mountain of Japan, and visiting places of interest in the interior.

From Yokohama we returned to Shanghai, where we received orders to visit Calcutta, Madras, and Bombay. We proceeded on our way as far as Hong Kong, where our boilers broke down, utterly beyond repair. After remaining several months at Hong Kong, *Iroquois* came under sail to San Francisco.

From San Francisco I came by rail to New York, and after an absence of two years and three months completed my journey around the world.

THIS MONTH WE HAVE a couple of meaty items in the food-for-thought department.

The first concerns *uss Shangri La* (CVA 38) and how she keeps her crew members happy by feeding them hamburger. Here's how it's done.

When the ship's commissary department orders beef from a Naval Supply Depot, the depot breaks the order down into certain percentages of ground beef, roasts, steaks, stew beef and other cuts. This usually leaves the commissarymen with enough hamburger for three meals for every one meal of roast. At that rate, hamburger can easily become grounds for a beef.

However, some inspired soul figured out a way to keep hamburger from appearing on the menu too often, in spite of the three-to-one odds. "Just serve hamburgers after the movies twice a week," he reasoned, "and we can make a real dent in our supply. It won't interfere with our allowed ration costs, either, because there are so many brown-baggers and liberty hounds on board who skip the evening meal."

Now, thanks to this unknown genius, *Shangri La's* movie-goers get a tasty bedtime snack two nights a week and the whole crew gets more desirable cuts of meat at lunchtime.

★ ★ ★

Our second meaty item takes us to the General Mess at the Naval Station, San Diego, Calif., where ENS J. M. Zepzyk, SC, usn, has introduced a celebration called "I Rate a Steak Day."

Honored on this occasion was a big batch of enlisted men who had just been advanced in rate. Naturally, the highlight of the day was a banquet of T-bone steak, complete with all the trimmings.

Sounds like a pretty good idea to us.

★ ★ ★

At the risk of boring our readers, for some time we have been pointing with alarm at the mechanization of more of our favorite mores. It is with mixed feelings that we cite



two more illustrations of this trend. We don't know why, but *uss Saratoga* (CVA 60) boasts that it is the first ship in the Navy to receive a new type milk-making device. These mechanical cows, says *Sara*, are capable of producing 36 gallons of fresh "drinkable" milk with a feeding of only 12 gallons of frozen or chilled fresh milk concentrates. That's real nice, but we feel that the men of *Sara* haven't lived until they see this cow put its foot into the milk bucket.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war. It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air. Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin, with approval of the Bureau of the Budget on 23 June 1955, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directions is for information and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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• **AT RIGHT: DECKED OUT**—During a lull in Fleet training operations crewmembers on board *USS Northampton* (CLC 1) stretch out on the fantail to get some sunshine while at anchorage off Saridinia.

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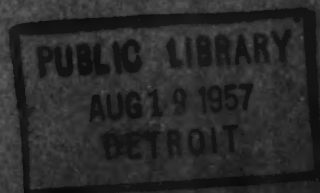
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**the world
at your gangway**

